### 1970 ESTIMATE OF THE COST OF

# COMPLETING THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

### IN THE STATE OF MONTANA

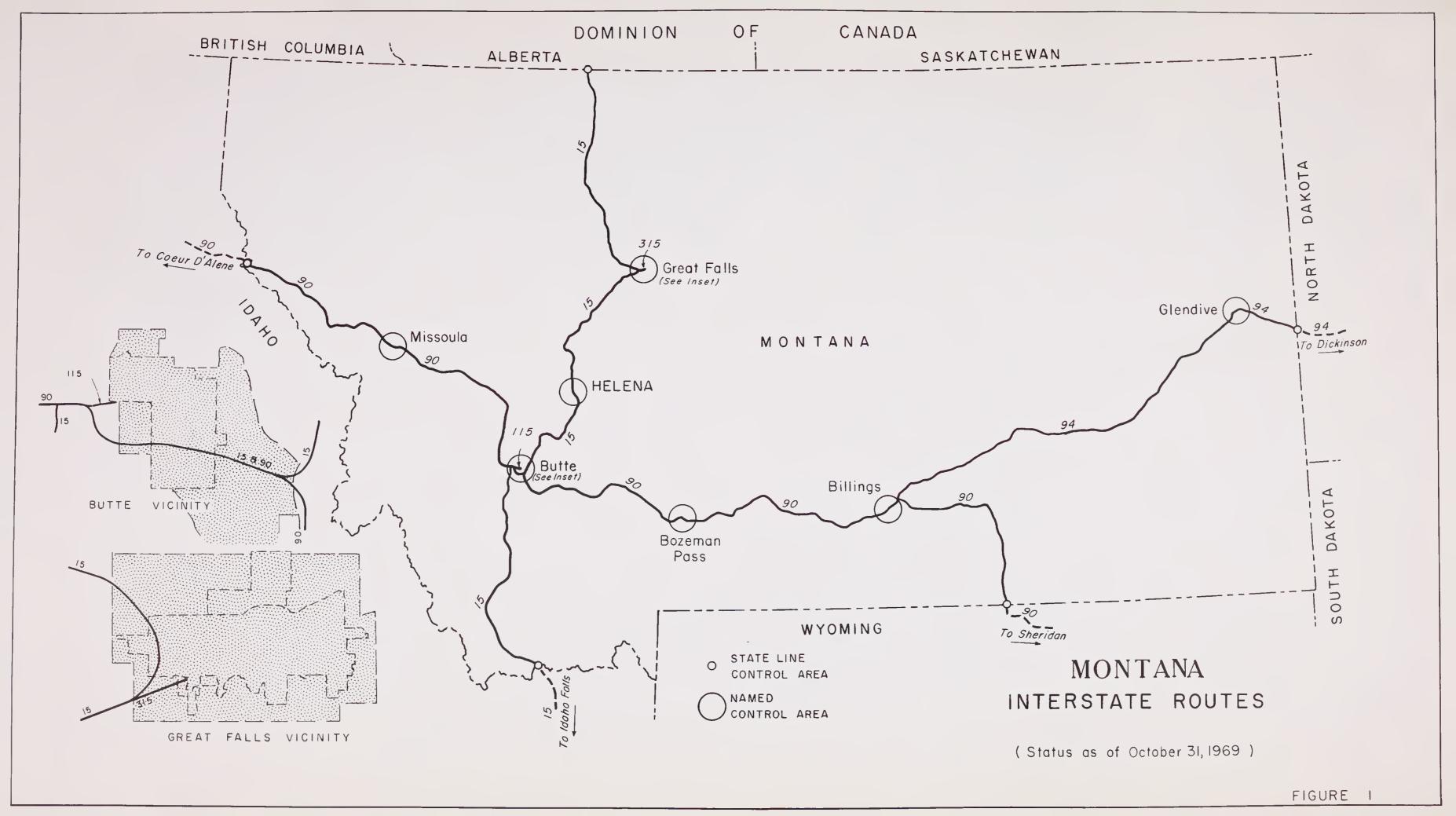
MARCH 1, 1970

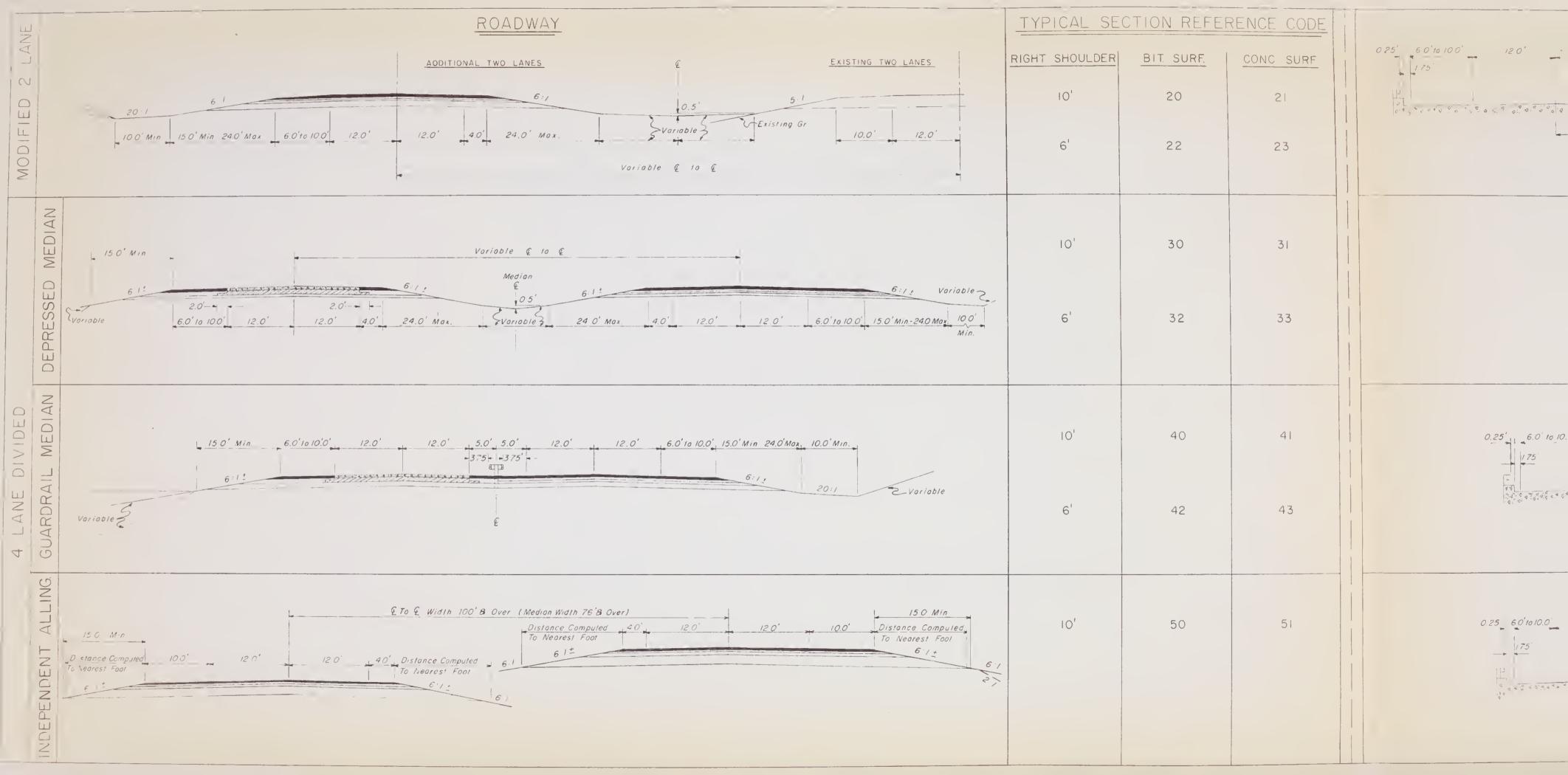
PREPARED BY THE MONTANA HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

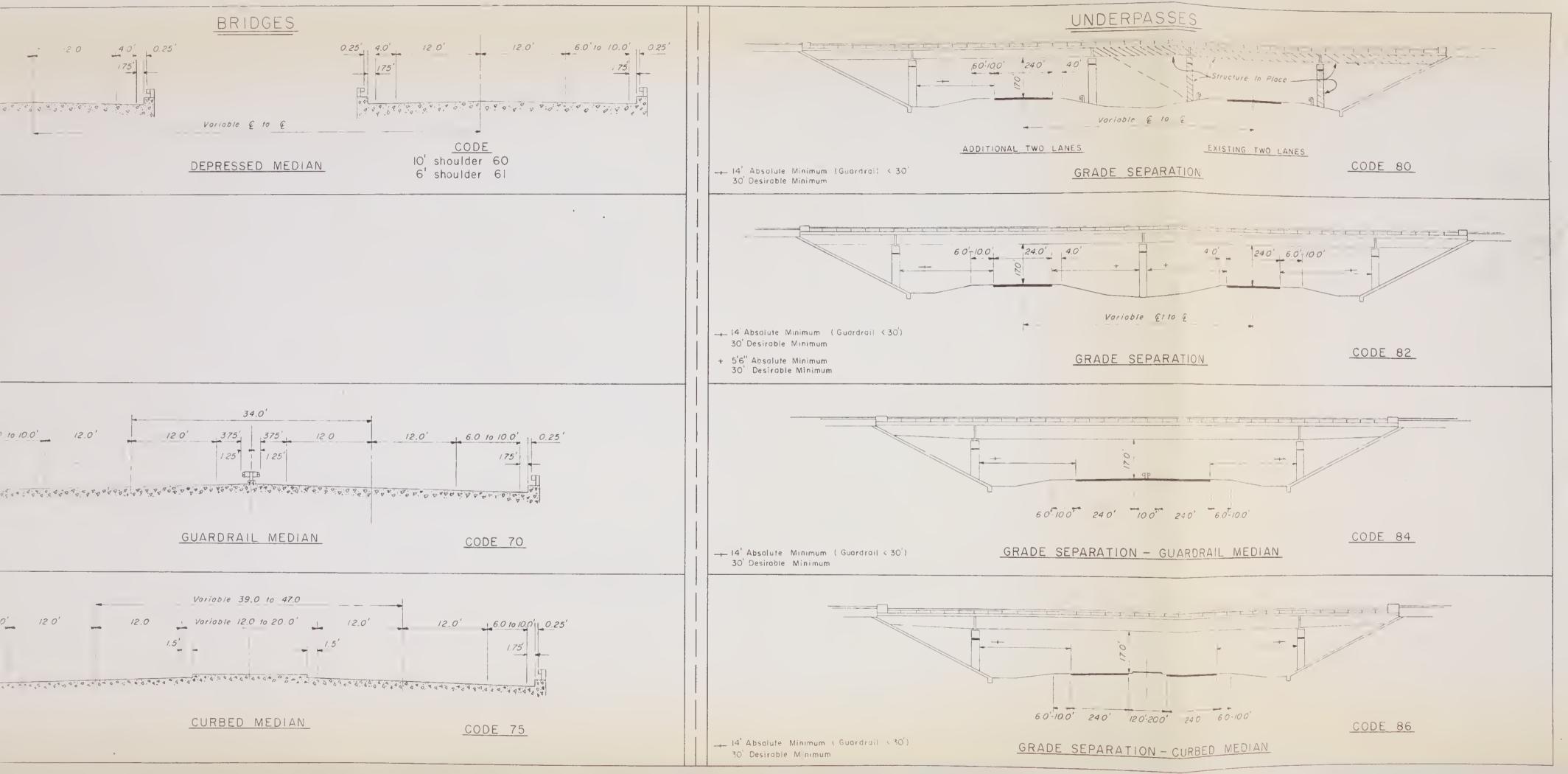
SECTION 104(B)(5), TITLE 23, U.S. CODE HIGHWAYS

MONTANA STATE LARANGE AVENUA
930 East Lyndale AVENUA
Helena, Montana 5968









#### APPROVED INTERSTATE ROUTE DESCRIPTIONS

| State | MONTA NA |  |
|-------|----------|--|
|       |          |  |

| Route<br>Number | Route Description  | Length,<br>Miles |
|-----------------|--|------------------|
| 15              | From the Montana-Idaho State line at Monida Pass via Butte, Helena, and Great Falls to the international boundary at Sweetgrass  | 395.4            |
| 90              | From the Montana-Idaho State line at Lookout Pass via Missoula to a point on Interstate Route 15 west of Butte, and from another point on Interstate Route 15 east of Butte via Bozeman Pass and Billings to the Montana-Wyoming State line north of Sheridan, Wyoming | 542.4            |
| 94              | From a point on Interstate Route 90 near Billings via Glendive to the Montana-North Dakota State line near Beach, North Dakota   | 248.6            |
| 115             | From a point on Interstate Route 15 west of Butte, to Butte  | 1.2              |
| 315             | From a point on Interstate Route 15 southwest of Great Falls, to Great Falls   | 0.6              |
|                 |  |                  |
|                 |  |                  |
|                 | Total  | 1188.4           |

| STATE | MONTANA | INTERST | YTE ROUI | TE NO | 1   | 5     |
|-------|---------|---------|----------|-------|-----|-------|
|       |         | Sheet _ | 1        | of    | . 8 | Sheet |

|  |      |      |      |      |      |      | ESTIMATE | SECTION |      |        |        |      |       |              |
|--|------|------|------|------|------|------|----------|---------|------|--------|--------|------|-------|--------------|
|  | Gl   | G2   | G2.1 | G3   | G4   | G5   | G6       | G7      | G8.1 | G8.2   | G8.2.1 | G9   | GlO   | G10.1        |
| ITEM   | G2   | G2.1 | G3   | G4   | G5   | G6   | G7       | G8.1    | G8.2 | G8.2.1 | G9     | G10  | G10.1 | G11.1        |
|  | 23   | 22_  | 22   | 22   | 23   | 21   | 23       | 23      | 23   | 22     | 22     | 23   | 23    | 23           |
| 1. Section Length, miles (0.1)                     | 1.6  | 6,9  | 3.5  | 5.0  | 5.6  | 1.9  | 13.3     | 7.8     | 5.3  | 1.4    | 2.4    | 3.0  | 2.3   | 4,8          |
| 2. Class: Rural or Urban (R or U)                  | R    | R    | R    | R    | R    | R    | R        | R       | R    | R      | R      | R    | R     | R            |
| 3. Urban Area identification (name and code)       |      |      |      |      |      |      |          |         |      |        |        |      |       |              |
| 4. Location: Existing, new or toll (E, N or T)     | N    | E    | E    | E    | N    | N.   | N        | N       | N    | E      | E      | N    | N     | N            |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1    | 1    | 1    | 1    | 1    | 1        | 1       | 1    | 1      | 1      | 11   | 1     | 1            |
| 6. Design speed (V)                                | 60   | 60   | 60   | 70   | 70   | 70   | 70       | 60      | 60   | 70     | 70     | 70   | 70    | 70           |
| 7. Traffic: a. ADT 1967                            | 660  | 675  | 675  | 711  | 711  | 711  | 751      | 937     | 990  | 990    | 1043   | 1235 | 1437  | 1437<br>2850 |
| b. ADT 1975<br>c. ADT 1990                         | 1150 | 1200 | 1200 | 1350 | 1350 | 1350 | 1450     | 1800    | 1900 | 1900   | 2000   | 2400 | 2850  |              |
|  | 1550 | 1600 | 1600 | 1900 | 1900 | 1900 | 2050     | 2550    | 2650 | 2650   | 2800   | 3350 | 4100  | 4100         |
| 8. Traffic: a. Design year (19 )                   | 93   | 93   | 93   | 93   | 89   | 89   | 89       | . 93    | 94   | 92     | 92_    | 92   | 92    | 92           |
| b. ADT Design year                                 | 1650 | 1650 | 1650 | 2050 | 1900 | 1900 | 1990     | 2700    | 2900 | 2800   | 2950   | 3450 | 4250  | 4250         |
| c. DHV Design year                                 | 210  | 210  | 210  | 260  | 240  | 240  | 250      | 340     | 360_ | 350    | 370    | 430  | 530   | 530          |
| d. D Directional distribution factors              | 55   | 55   | 55   | 55   | 55   | 55   | 55       | 55      | 55   | 55     | 55     | 55   | 55    | 55           |
| e. T Percent trucks design year (DHV)              | 14   | 14   | 14   | 14   | 14   | 14   | 14       | 12      | 12   | 12     | 12     | 12   | 12    | 12           |
| f. T Percent trucks design year (ADT)              | 21   | 21   | 21   | 21   | 21   | 21   | 21       | 17      | 17   | 17     | 17     | 17   | 17    | 17           |
| g. Assigned Corridor ADT design year               |      |      |      |      |      |      |          |         |      |        |        |      |       |              |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4    | 4    | 4    | 4    | 4    | 4        | 4       | 4    | 4      | 4      | 4    | 4     | 4            |
| 10. Mileage without frontage roads                 | 1.6  | 5.7  |      | 2.7  |      |      |          | 6.1     |      | 1.1    | 0.4    |      | 0.5   | 4.8          |
| 11. Mileage with frontage road one side only       |      | 1.2  | 3.5  | 0.3  |      |      | 12.3     | 1.7     | 5.3  | 0.3    | 2.0    | 3.0  |       |              |
| 12. Mileage with frontage roads on both sides      |      |      |      | 2.0  | 5.6  | 1.9  | 1.0      |         |      |        |        |      | 1.8   |              |
| 13. Typical cross-section reference                | 20   | 20   | 20   | 20   | 20   | 30   | 30       | 20      | 20   | 30     | 20     | 20   | 30    | 30           |
| 14. Right-of-Way Width: Minimum                    | 300  | 300  | 300  | 300  | 300  | 290  | 270      | _300    | 300  | 300    | 300    | 300  | 300   | 300          |
| Prevailing   | 300  | 300. | 300  | 300  | 300  | 350  | 360      | 300     | 300  | 300    | 300    | 300  | 320_  | 320          |
| 15. Median Width: Minimum                          | 76   | 76   | 46   | 46   | 46   | 76   | 76       | 76      | 46   | 46     | 46     | 46_  | 46    | 76           |
| Prevailing   | 76   | 76   | 76   | 46   | 46   | 76   | 76       | 76_     | 46   | 46     | 46     | 46   | 76    | 76           |

| STATE MONT AN A | INTERS | TATE ROUT | E NO |   | 5    |
|-----------------|--------|-----------|------|---|------|
|                 | Sheet  | 2         | of   | g | Shor |

|  |                |              |              |              |            |            |            |              |                  | <u>.                                    </u> |                  | _              |                |              |
|--|----------------|--------------|--------------|--------------|------------|------------|------------|--------------|------------------|--|------------------|----------------|----------------|--------------|
|  |                |              |              | <u></u>      |            |            | ESTIMATE   |              |                  |  |                  |                |                |              |
| ITEM   | G11.1<br>G11.2 | G11.2<br>G12 | G12<br>G12.1 | G12.1<br>G13 | G13<br>G14 | G14<br>G15 | G15<br>G16 | G16<br>G16.1 | G16.1<br>G17.0.1 | G17.0.1<br>G17.0.2                           | G17.0.2<br>G18.1 | G18.1<br>G18.2 | G18.2<br>G18.3 | G18.3<br>G19 |
|  | 23             | 23           | 23           | 23           | 23         | 23         | 23         | 23           | 23               | 23   | 23               | 23             | 23             | 22           |
| 1. Section Length, miles (0.1)                     | 10.4           | 2.8          | 7.3          | 1.9          | 5.5        | 2.9        | 5.2        | 1.7          | 7.3              | 2.9  | 1.5              | 1.6            | 1.8            | 1.0          |
| 2. Class: Rural or Urban (R or U)                  | R              | R_           | R            | R            | R          | R          | R          | R            | R                | R  | R                | . R            | R              | R            |
| 3. Urban Area identification (name and code)       |                |              |              |              |            |            |            |              |                  |  |                  |                |                | <u> </u>     |
| 4. Location: Existing, new or toll (E, N or T)     | N              | N            | N            | N            | N          | N          | N          | N            | N                | N  | N                | N .            | N              | E            |
| 5. Mileage increment: Code 1. 2. 3 or 4            | 1              | 1            | 1            | 1            | 1          | 1          | 1          | 1            | 1                | 1  | 1                | 1              | 1              | 1            |
| 6. Design speed (V)                                | 70             | 70           | 60           | 60           | 60         | 60         | 50         | 60           | 60               | 50   | 70               | 70             | 70             | 70           |
| 7. Traffic: a. ADT 1967                            | 704            | 680          | 680          | 680          | 680        | 750        | 750        | 910          | 910              | 945  | 945              | 980            | 980            | 980          |
| b. ADT 1975<br>c. ADT 1990                         | 1350           | 1300         | 1300         | 1300         | 1300       | 1450       | 1450       | 1750         | 1750             | 1800   | 1800             | 1900           | 1900           | 1900         |
|  | 1900           | 1850         | 1850         | 1850         | 1850       | 2000       | 2000       | 2450         | 2450             | 2550   | 2550             | 2650           | 2650           | 2650         |
| 8. Traffic: a. Design year (19)                    | 90             | 90           | 90           | 91           | 91         | 91         | 91         | 91           | 91               | 91   | 91               | 91             | 91             | 75           |
| b. ADT Design year                                 | 1900           | 1850         | 1850         | 1900         | 1900       | 2050       | 2050       | 2500         | 2500             | 2600   | 2600             | 2700           | 2700           | 1900         |
| c. DHV Design year                                 | 240            | 230          | 230          | 240          | 240        | 260        | 260        | 310          | 310              | 330<br>55                                    | 330              | 340<br>55      | 340<br>55      | 240          |
| d. D Directional distribution factors              | -55            | 55           | 55           | 55           | 55         | 55         | 55         | 55           | 55               |  | 55               | 55             | 55_            | 55           |
| e. T Percent trucks design year (DHV)              | 8              | 8            | 8            | 8            | 8          | 8          | 8          | 8            | 8                | 8  | 8                | 8              | 8              | 8            |
| f. T Percent trucks design year (ADT)              | 11             | 11           | 11           | 11           | 11         | 11         | 11         | 12           | 12               | 12   | 12               | 12             | 12             | 12           |
| g. Assigned Corridor ADT design year               |                |              |              |              |            |            |            |              |                  |  |                  |                |                |              |
| 9. Number of through traffic lanes (Design yr trf) | 4              | 4            | 4            | 4            | 4          | 4          | 4          | 4            | 4                | 4  | 4                | 4              | 4              | 4            |
| 10, Mileage without frontage roads                 | 10.4           |              | 0.9          |              |            |            |            |              |                  |  |                  |                | 0.1            | 1.0          |
| 11. Mileage with frontage road one side only       |                | 2.8          | 3.8          | 1.9          | 5.5        | 2.9        | 4.8        | 1.7          | 7.3              | 2.9  | 1.5              | 1.6            |                |              |
| 12. Mileage with frontage roads on both sides      |                |              | 2.6          |              |            |            | 0.4        |              |                  |  |                  |                | 1.7            |              |
| 13. Typical cross-section reference                | 30             | 30           | 30           | 30           | 30         | 30         | 30         | 30           | 30               | 30   | 30               | 30             | 20             | 30           |
| 14. Right-of-Way Width: Minimum                    | 260            | 290          | 310          | 250          | 250        | 272        | 300        | 360          | 300              | 320  | 300              | 350            | 310            | 270_         |
| Prevailing   | 260            | 310          | 360          | 300          | 300        | 290        | 400        | 420          | 400              | 420  | 500              | 500            | 400            | 300          |
| 15. Median Width: Minimum                          | 76             | 76           | 76           | 76           | 76         | 76         | 76         | 76           | 76               | 76   | 76               | 76             | 36             | 36           |
| Prevailing   | 76             | 76           | 76           | 76           | 76         | 76         | 76         | 76           | 76               | 96   | 200              | 76             | 76             | 36_          |

| STATE | MONT AN A | INTERSTATE ROUTE NO. | 15     |
|-------|-----------|----------------------|--------|
|       |           | Sheet3 of            | 8Sheet |

|  |       |         |         |         |            |                | ESTIMATE |       |       | ,     |            |       |       |           |
|--|-------|---------|---------|---------|------------|----------------|----------|-------|-------|-------|------------|-------|-------|-----------|
|  | G19   | G20.1   | G20.1.1 | G20.2   | G20.2.1    | G20.3          | G20.4    | G21   | G21.1 | G21.2 | G22.1      | G22.2 | G22.3 | G22.4     |
| ITEM   | G20.1 | G20.1.1 | G20.2   | G20.2.1 |            | G20.4          | G21      | G21.1 | G21.2 | G22.1 | G22.2      | G22.3 | G22.4 | G22.5     |
|  | 22    | 22      | 22      | 23      | 23         | 23             | 23       | 23    | 23    | 23    | 23         | 22    | 22    | 22        |
| 1. Section Length, miles (0.1)                     | 1.5   | 0.4     | 2.7     | 1.8     | 2.0        | 0.8            | 0.6      | 0.3   | 3.2   | 0.1   | 10.0       | 6.5   | 4.5   | 2.7       |
| 2. Class: Rural or Urban (R or U)                  | R     | R       | R       | R       | <u>Π</u> * | Ω <del>×</del> | Ω*       | R     | R     | R     | R          | R     | R     | R         |
| 3. Urban Area identification (name and code)       |       |         |         |         | 359#       | 359#           | 359#     |       |       |       |            |       |       |           |
| 4. Location: Existing, new or toll (E, N or T)     | E     | E       | E       | N       | N          | N              | N        | N     | N     | N     | N          | E     | E     | E         |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1     | 1       | 1       | 1       | 1          | 1              | 1        | 1     | 1     | 1     | 1          | 1     | 1     | 1         |
| 6, Design speed (V)                                | 60    | 60      | 60      | 60      | 70         | 70             | 70       | 50    | 50    | 50    | 70_        | 50    | 60    | 50        |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1282  | 5584    | 6102    | 3011    | 5020       | 2150           | 2150     | 502   | 502   | 502   | 925        | 887   | 896   | 892       |
| b. АГТ 1975  | 2450  | 12300   | 13400   | 6600    | 11650      | 5000           | _5000    | 1050  | 1050  | 1050  | 2000       | 1900  | 1900  | 1900      |
| c. ADT 1990  | 3450  | 17500   | 19150   | 9450    | 17200      | 7400           | 7400     | 1500  | 1500  | 1500  | 2750       | 2650  | 2700  | 2650      |
| 8. Traffic: a. Design year (19 )                   | 75    | 88      | 88      | _ 75.   | 75         | 75             | 75       | 92    | 92    | 92    | 91         | 92    | 93    | _ 93_     |
| b. ADT Design year                                 | 2450  | 16800   | 18350   | 6600    | 11650      | 5000           | 5000     | 1550  | 1550  | 1550  | 2800       | 2750  | 2850  | 2850      |
| c. DHV Design year                                 | 310   | 1970    | 2150    | 770     | 1360       | 590            | 590      | 220   | 220   | 220   | 400        | 390   | 410   | 410<br>55 |
| d. D Directional distribution factors              | 55    | 60      | 60      | 60      | 60         | 60             | 60       | 55    | 55    | 55    | 55         | 55    | 55    |           |
| e. T Percent trucks design year (DHV)              | 8     | 8       | 8       | 8       | 8          | 8              | 8        | 7     | 7     | 7     | 7          | 7     | 7     | 7         |
| f. T Percent trucks design year (ADT)              | 12    | 12      | 12      | 12      | 12         | 12             | 12       | 11    | 11    | 11    | 11         | 11    | ] 11  | 11        |
| g. Assigned Corridor ADT design year               |       |         |         |         |            |                |          |       |       |       |            |       |       |           |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4       | 4       | 4       | 4          | 4              | 4        | 4     | 4     | 4     | 4          | 4     | 4     | 4         |
| 10. Mileage without frontage roads                 | 0.4   | 0.4     | 2.7     | 1.8     | 2.0        | 0.8            | 0.6      |       | 2.2   |       |            | 4.1   | 2.6   |           |
| 11. Mileage with frontage road one side only       | 0.3   |         |         |         |            |                |          | 0.3   | 1.0   | 0.1   | 2.9<br>7.1 | 2.4   | 1.9   | 1.4       |
| 12. Mileage with frontage roads on both sides      | 0.8   |         |         |         |            |                |          |       |       |       |            |       |       | 1.3       |
| 13. Typical cross-section reference                | 30    | 30      | 30      | 31      | 31         | 31             | 31       | 20    | 20    | 30    | 30         | 40    | 30    | 40        |
| 14. Right-of-Way Width: Minimum                    | 200   | 250     | 200     | 240     | 220        | 210            | 250      | 300   | 300   | 300   | 250        | 300   | 300   | 300       |
| Prevailing   | 280   | 350     | 240     | 400     | 300        | 280            | 350      | 300   | 300   | 300   | 400        | 300   | 300   | 300       |
| 15. Median Width: Minimum                          | 36    | 72      | 72      | 36      | 36         | 36             | 36       | 46    | 46    | 56    | 10         | 10    | 10    | 10        |
| Prevailing   | 36    | 72      | 72      | 200     | 36         | 36             | 36       | 46    | 86    | 86    | 76         | 76    | 76    | 76        |

<sup>#</sup> Butte
\* Section is comparable to a corresponding section in the 1968 Estimate.

| STATE | MONTANA | INTERS | STATE ROU | re no. | <br>15 |        |
|-------|---------|--------|-----------|--------|--------|--------|
|       |         | Sheet  | 4         | of .   | 8      | _Sheet |

|  | 1     |       |         |         |              |         | DOMES (AME) | GEOMEON! |       |                |              |            |       |       |
|--|-------|-------|---------|---------|--------------|---------|-------------|----------|-------|----------------|--------------|------------|-------|-------|
|  |       | 1 (   | T 222 2 |         | 705.05       | 207.00  | ESTIMATE    |          | 200 7 | 200 0          | 000 0        | 000        | 700   |       |
|  | G22.5 | G22.6 | G23.1   | G24     | G25.0.1      | G25.0.2 | G26.1       | G27      | G28.1 | G28.2<br>G28.3 | G28.3<br>G29 | G29<br>G30 | G30   | G31.1 |
| ITEM   | G22.6 | G23.1 | G24     | G25.0.1 |              | G26.1   | G27         | G28.1    | G28.2 |                |              |            | G31.1 | G31.2 |
|  | 22    | 22    | 23      | 22      | 23           | 20      | 20          | 22       | 23    | 20             | 23           | 23         | 23    | 22    |
| 1. Section Length, miles (0.1)                     | 4.4   | 1.5   | 6.8     | 5.5     | 5.4          | 3.6     | 5.6         | 1.8      | 0.8   | 0.2            | 1.2          | 6.1        | 2.1   | 7.7   |
| 2. Class: Rural or Urban (R or U)                  | R     | R     | R       | R       | R            | R       | R           | R        | U *   | Ü*             | <u>U</u> *   | R          | R     | H.    |
| 3. Urban Area identification (name and code)       |       |       |         |         | <del> </del> |         |             |          | 361#  | 361#           | 361#         |            |       |       |
| 4. Location: Existing, new or toll (E, N or T)     | E     | E     | N       | E       | N            | E       | N           | E        | N     | N              | N            | N          | N     | E     |
| 5. Mileage increment: Code 1. 2. 3 or 4            | 1     | 1     | 1       | 1       | 1            | 1       | 1           | 1        | 1     | 1              | 1            | 1          | 1     | 1     |
| 6. Design speed (V)                                | 50    | 70    | 60      | 50_     | 70           | 70      | 70          | 70       | 70    | 70             | 60           | 70         | 70    | 50    |
| 7. Traffic: a. ADT 1967                            | 960   | 960   | 1098    | 1098    | 1098         | 1 205   | 1742        | 1742     | 2049  | 2049           | 2049         | 1625       | 1586  | 1586  |
|  | 2050  | 2050  | 2350    | 2350    | 2350         | 2600    | 3750        | 3750     | 4400  | 4400           | 4400         | 3500       | 3400  | 3400  |
| b. ADT 1975<br>c. ADT 1990                         | 2750  | 2750  | 3300    | 3300    | 3300         | 3600    | 5200        | 5200     | 6150  | 6150           | 6150         | 4850       | 4750  | 4750  |
| 8. Traffic: a. Design year (19)                    | 92    | 92    | 92      | _ 92    | 89           | 87      | 87          | 75       | 75    | 75             | 75           | 75         | 75    | 75    |
| b. ADT Design year                                 | 3000  | 3000  | 3400    | 3400    | 3250         | 3400    | 4900        | 3750     | 4400  | 4400           | 4400         | 3500       | 3400  | 3400  |
| c. DHV Design year                                 | 430   | 430   | 490     | 490     | 470          | 480     | 700         | 540      | 630   | 630            | 630          | 500        | 480   | 480   |
| d. D Directional distribution factors              | 55    | 55    | 55      | 55      | 55           | _55     | 55          | 55       | 55    | 55             | 55           | 55         | 55    | 55    |
| e. T Percent trucks design year (DHV)              | 7     | 7     | 7       | 7       | 7            | 7       | 7           | 7        | 7     | 7_             | 7            | 7          | 8     | 8     |
| f. T Percent trucks design year (ADT)              | 1.1   | 11    | 11      | 11      | 11           | 11      | 11          | 11       | 11    | 11             | 11           | 11         | 11    | 11    |
| g. Assigned Corridor ADT design year               |       |       |         |         |              |         |             |          |       |                |              |            |       |       |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4     | 4       | 4       | 4            | 4       | 4           | 4        | 4     | 4              | 4            | 4          | 4     | 4     |
| 10. Mileage without frontage roads                 | 2.9   | 1.5   | 2.4     | 0.5     |              |         | 0.5         | 0.8      | 0.8   | 0.2            | 1.2          | 1.0        |       | 5.4   |
| 11. Mileage with frontage road one side only       | 1.5   |       | 3.3     | 5.0     | 3.0          | 1.6     | 5.1         | 1.0      |       |                |              | 5.1        | 0.4   | 2.3   |
| 12. Mileage with frontage roads on both sides      |       |       | 1.1     |         | 2.4          | 2.0     |             |          |       |                |              |            | 1.7   |       |
| 13. Typical cross-section reference                | 40    | 30    | 30      | 30      | 30           | 30      | 30          | 30       | 30    | 30             | 30           | 30         | 30    | 40    |
| 14. Right-of-Way Width: Minimum                    | 300   | 300   | 300     | 375     | 270          | 250     | 250         | 270      | 240   | 230            | 220          | 250        | 200   | 240   |
| Prevailing   | 300   | 300   | 410     | 450     | 310          | 320     | 320         | 300      | 270   | 250            | 250          | 300        | 250   | 290   |
| 15. Median Width: Minimum                          | 10    | 76    | 76      | 46      | 36           | 46      | 36          | 46       | 46    | 46             | 46           | 46         | 46    | 8     |
| Prevailing   | 76    | 150   | 76      | 76      | 46           | 46      | 46          | 46       | 46    | 46             | 46           | 46         | 46    | 46    |
|  |       |       |         |         |              |         |             |          |       |                |              |            |       |       |

# Helena

<sup>\*</sup> Section is comparable to a corresponding section in the 1968 Estimate.

| STATE | MONTANA |  |  | INTERST | ATE ROUT | E NO. | 1 | .5    |
|-------|---------|--|--|---------|----------|-------|---|-------|
|       |         |  |  | Sheet _ | 5        | of    | 8 | Sheet |

|  |       |      |        |        |        |        |          |         |      |         |      | _    |      |      |
|--|-------|------|--------|--------|--------|--------|----------|---------|------|---------|------|------|------|------|
|  |       |      |        |        |        |        | ESTIMATE | SECTION |      |         |      |      |      |      |
|  | G31.2 | G32  | Hl     | H2.0.1 | H2.0.2 | Н3     | H4.0.1   | H4.0.2  | H5   | H6      | H7.1 | H7.2 | H8   | Н9.1 |
| ITEM   | _G32  | Hl   | H2.0.1 | H2.0.2 | H3     | H4.0.1 | H4.0.2   | H5      | Н6   | H7.1    | Н7.2 | Н8   | H9.1 | Н9.2 |
|  | 22    | 22   | 23     | 23     | 23_    | 23     | 20       | 21      | 23   | 23      | 23   | 23   | 23   | 23   |
| 1. Section Length, miles (0.1)                     | 6.1   | 2.3  | 8.2    | 2.7    | 3.7    | 3.5    | 2.6      | 1.0     | 3.3  | 3.2     | 1.4  | 2.5  | 5.7  | 1.5  |
| 2. Class: Rural or Urban (R or U)                  | R     | R    | R      | _R     | R      | R      | R        | R       | R    | R       | R    | R    | R    | R    |
| 3. Urban Area identification (name and code)       |       |      |        |        |        |        |          |         |      |         |      |      |      |      |
| 4. Location: Existing, new or toll (E, N or T)     | E     | E    | N      | N      | N      | N      | E        | N       | Й    | N       | N    | N    | N    | N    |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1     | 1    | 1      | 1      | 1      | 1      | 11       | 1       | 11   | 1       | 1    | 1    | 1    | 1    |
| 6. Design speed (V)                                | 70    | 50   | 50     | 50_    | 50     | 50     | 50       | 50      | 50   | 50      | 50   | 60   | 60   | 70   |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1431  | 1431 | 1400   | 1421   | 1151   | 1162   | 1162     | 1162    | 1162 | 1281    | 1358 | 1435 | 1435 | 1755 |
| b. ADT 1975  | 3050  | 3050 | 3000   | 3050   | 2450   | 2500   | 2500     | 2500    | 2500 | 2750    | 2900 | 3050 | 3050 | 3850 |
| c. ADT 1990  | 4300  | 4300 | 4200   | 4250   | 3450   | 3450   | 3450     | 3450    | 3450 | 3850    | 4050 | 4300 | 4300 | 5500 |
| 8. Traffic: a. Design year (19)                    | 93    | 75   | 75     | 75     | 85     | 85     | 87       | 89      | 89   | 86      | 86   | 93   | 93   | 93   |
| b. ADT Design year                                 | 4550  | 3050 | 3000   | 3050   | 3100   | 3150   | 3300     | 3400    | 3400 | 3550    | 3750 | 4550 | 4550 | 5850 |
| c. DHV Design year                                 | 650   | 430  | 430    | 440    | 440    | 450    | 470      | 490     | 490_ | 500     | 540  | 650  | 650  | 840  |
| d. D Directional distribution factors              | 55    | 55   | 55     | 55     | 55     | 55     | 55       | 55      | 55   | 55      | 55   | 55   | 55   | 55   |
| e. T Percent trucks design year (DHV)              |       | 88   | 8      | 8      | 11     | 11_    | 11       | 11      | 11   | 11      | 11   | 11   | 11   | 9    |
| f. T Percent trucks design year (ADT)              | 11    | 11   | 11     | 11     | 16     | 16     | 16       | 16      | 16   | 16      | 16   | 16   | 16   | 13   |
| g. Assigned Corridor ADT design year               |       |      |        |        |        |        |          |         |      |         |      |      |      |      |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4    | 4      | 4      | 4      | 4      | 4        | 4       | 4    | 4       | 4    | 4    | 4    | 4    |
| 10. Mileage without frontage roads                 | 5.4   | 0.4  | 0.9    | 1.6    |        | 1.0    |          |         |      |         |      | 0.6  | 0.5  |      |
| 11. Mileage with frontage road one side only       | 0.7   | 1.9  | 7.1    | 0.6    | 3.7    | 2.5    | 2.6      | 1.0     | 3.3  | 3.2     | 1.4  | 1.9  | 2.0  | 0.3  |
| 12. Mileage with frontage roads on both sides      |       |      | 0.2    | 0.5    |        |        |          |         |      | <u></u> |      |      | 3.2  | 1.2  |
| 13. Typical cross-section reference                | 20    | 30   | 42     | 42     | 40     | 40     | 40       | 40      | 30   | 40      | 42   | 20   | 20   | 20   |
| 14. Right-of-Way Width: Minimum                    | 290   | 230  | 250    | 200    | 200    | 225    | 225      | 250     | 205  | 250     | 250  | 280  | 280  | 300  |
| Prevailing   | 310   | 500  | 300    | 320    | 310_   | 320    | 320      | 380     | 300  | 340     | 320  | 400  | 360  | 360  |
| 15. Median Width: Minimum                          | 46    | 8    | 8      | 8      | 8      | 8      | 8        | 8       | 8    | 8       | 8    | 10   | 46   | 76   |
| Prevailing   | 76    | 46   | 8      | 8      | 8      | 46     | 8        | 46_     | 46   | 8       | 8    | 46   | 76   | 76   |

| STATE | MONT AN A | INTERST | ATE ROU | TE NO | 15 |       |
|-------|-----------|---------|---------|-------|----|-------|
|       |           | Sheet _ | 6       | of    | 8  | Sheet |

|  |      |         |         |         |      |      |          |       |       |       |       | · · · ·  |         |          |
|--|------|---------|---------|---------|------|------|----------|-------|-------|-------|-------|----------|---------|----------|
|  |      |         |         |         |      |      | ESTIMATE |       |       |       |       |          |         |          |
|  | Н9.2 | HlO     | H11.0.1 | Hll.0.2 | H12  | H13  | H14      | H15   | H16   | H17   | H18   | H18.1    | H19     | H20.0.1  |
| ITEM   | H10  | H11.0.1 |         | H12     | H13  | H14  | H15      | H16   | H17   | H18   | H18.1 | H19      | H20.0.1 | H21.1    |
|  | 23   | 20      | 21      | 23      | 23   | 23   | 23       | 23    | 23    | 23    | 23    | 23       | 23      | 23       |
| 1. Section Length, miles (0.1)                     | 4.6  | 2.4     | 5.4     | 0.3     | 2.3  | 4.7  | 0.8      | 1.2   | 1.2   | 1.0   | 0.8   | 1.3      | 7.0     | 10.1     |
| 2. Class: Rural or Urban (R or U)                  | _ R  | R       | R       | R       | R    | R    | R        | U×    | U*    | Ω*    |       | . R      | R       | R        |
| 3. Urban Area identification (name and code)       |      |         |         |         |      |      |          | 357#  | 357#  | 357#  |       |          |         |          |
| 4. Location: Existing, new or toll (E, N or T)     | N    | N       | N       | N_      | N    | N    | N        | N     | N     | Ŋ     | N     | N        | N       | N        |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1       | 1       | 1       | 1    | 1    | 1        | 1     | 1     | 1     | 1     | 1        | 1       | 1        |
| 6. Design speed (V)                                | 70   | 50      | 70      | 70      | 60   | 70   | 50       | 60    | 70    | 70    | 70    | 70       | 60      | 50       |
| 7. Traffic: a. ADT 1967                            | 1755 | 1755    | 2005    | 2005    | 2005 | 2005 | 5185     | 5185  | 3278  | 3238  | 4204  | 4204     | 4204    | 1682     |
| h. ADT 1975  | 3850 | 3850    | 4400    | 4400    | 4400 | 4400 | 12050    | 12050 | 7600  | 7100  | 9250  | 9250     | 9250    | 3250     |
| c. ADT 1990  | 5500 | 5500_   | 6300    | 6300    | 6300 | 6300 | 17800    | 17800 | 11200 | 10150 | 13200 | 13200    | 13200   | 4550     |
| 8. Traffic: a. Design year (19)                    | 93   | 75      | 89      | 89      | 88   | 88   | 84       | 84    | 84    | 84    | 84    | 75       | 75      | 91       |
| b. ADT Design year                                 | 5850 | 3850    | 6200    | 6200    | 6050 | 6050 | 15450    | 15450 | 9800  | 8950  | 11600 | 9250     | 9250    | 4650     |
| c, DHV Design year                                 | 840  | 550     | 890     | 890     | 870  | 870  | 2210     | 2210  | 1090  | 1000  | 1290  | 1030     | 1030    | 660      |
| d. D Directional distribution factors              | 55   | 55      | 55      | 55      | 55   | 55   | 55       | 55    | 60    | 55    | 55    | 55       | 55      | 55       |
| e. T Percent trucks design year (DHV)              | 9    | 9       | 9       | 9       | 9    | 9    | 9        | 9     | 9_    | 9     | 9     | 9        | 9       | 10       |
| f. T Percent trucks design year (ADT)              | 13   | 13      | 13      | 13      | 13   | 13   | 13       | 13    | 13    | 13    | 13    | 13       | 13      | 15       |
| g. Assigned Corridor ADT design year               |      |         |         |         |      |      |          |       |       |       |       | <u> </u> |         |          |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4       | 4       | 4       | 4    | 4_   | 4        | 4     | 4     | 44_   | 4     | 4        | 4       | 4        |
| 10. Mileage without frontage roads                 |      |         |         |         |      |      |          | 1.2   |       |       | ļ     | ļ        |         |          |
| 11. Mileage with frontage road one side only       | 3.6  | 2.4     |         | 0.3     | 2.3  | 0.5  | 0.8      |       | 0.3   |       | 0.8   | 1.3      | 6.3     | 8.6      |
| 12. Mileage with frontage roads on both sides      | 1.0  |         | 5.4     |         |      | 4.2  |          |       | 0.9   | 1.0   |       | <u> </u> | 0.7     | 1.5      |
| 13. Typical cross-section reference                | 20   | 30      | 30      | 30      | 30   | 30   | 31       | 31    | 31    | 31    | 31    | 30       | 30      | 30       |
| 14. Right-of-Way Width: Minimum                    | 300  | 300     | 300     | 300     | 300  | 250  | 300      | 215   | 280   | 220   | 270   | 270      | 270     | 330      |
| Prevailing   | 320  | 300     | 320     | 340     | 340  | 320  | 360      | 250   | 350   | 280   | 340   | 280      | 300     | 380      |
| 15. Median Width: Minimum                          | 76   | 76      | 76      | 76      | 76   | 76   | 46       | 46    | 46    | 46    | 46    | 46       | 46      | 46<br>76 |
| Prevailing   | 76   | 76      | 76      | 76      | 76   | 76   | 46       | 46    | 46    | 46    | 46    | 46       | 46      | 76       |

| STATE | MONT AN A | INTERS | TATE ROU | TE NO. | 15 | <del>,</del> |
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|       |           | Sheet  | 7        | of _   | 8  | Sheets       |

|  |       |       |       |       |         | ,       | ESTIMATE |      | , <del>-</del> |          |              |      |      |               |
|--|-------|-------|-------|-------|---------|---------|----------|------|----------------|----------|--------------|------|------|---------------|
|  | H21.1 | H21.2 | H2.2  | H23.1 | H24     | H25.0.1 | H25.0.2  |      | 13             | I3       | I4           | I5   | I6.1 | I6.2          |
| ITEM   | H21.2 | H2.2  | H23.1 | H24   | H25.0.1 | H25.0.2 | I1.0.1   | I2   | _I3            | 14       | I5           | 16.1 | I6.2 | 17            |
|  | 23    | 23    | 23    | 23    | 23      | 23      | 23       | 23   | 23             | 23       | 22           | 22   | 22   | 22            |
| 1. Section Length, miles (0.1)                     | 7.0   | 6.8   | 7.0   | 1.0   | 2.8     | 7.7     | 9.0      | 11.1 | 1.3            | 4.1      | 2.9          | 3.0  | 2.6  | 12.0          |
| 2. Class: Rural or Urban (R or U)                  | R     | R     | R     | R     | R       | R       | R        | R    | R              | R        | R            | R    | R    | R             |
| 3. Urban Area identification (name and code)       |       |       |       |       |         |         |          |      |                |          |              |      |      |               |
| 4. Location: Existing, new or toll (E, N or T)     | N     | N     | N     | N     | N       | N       | И        | N    | N              | N        | E            | E    | E    | E             |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1     | 1     | 1     | 1     | 1       | 1       | 1        | 1    | 1              | 1        | 1            | 1    | 1    | 11            |
| 6. Design speed (V)                                | 70    | 70    | 60    | 70    | 70      | 70      | 70       | 70   | 70             | 50       | 70           | 60   | 70   | 70            |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1617  | 1580  | 1521  | 1500  | 1500    | 1700    | 1800     | 1800 | 1323           | 1323     | 1333         | 1333 | 1120 | 1120          |
| b. ADT 1975  | 31.00 | 3050  | 2950  | 2900  | 2900    | 3300    | 3450     | 3450 | 2550           | 2550     | 2550<br>3600 | 2550 | 2150 | 21.50<br>3000 |
| c. ADT 1990  | 4350  | 4250  | 4100  | 4050  | 4050    | 4600    | 4850     | 4850 | 3550           | 3550     |              | 3600 | 3000 |               |
| 8. Traffic: a. Design year (19)                    | 91    | 92    | 92    | 93    | 93      | 93      | 90       | 90   | 90             | 90       | 90           | 75   | 91   | 91            |
| b. ADT Design year                                 | 4450  | 4450  | 4250  | 4300  | 4300    | 4700    | 4950     | 4950 | 3550           | 3550     | 3600         | 2550 | 3100 | 3100          |
| c. DHV Design year                                 | 640   | 640   | 610   | 610   | 610     | 670     | 710      | 710  | 510            | 510      | 500          | 360  | 440  | 440           |
| d. D Directional distribution factors              | 55    | 55    | 55_   | 55    | 55      | 55      | 55       | 55   | 55             | 55       | 55           | 55   | 55   | 55            |
| e. T Percent trucks design year (DHV)              | 10    | 10    | 10    | 10    | 10      | 10      | 10       | 10   | 10             | 10       | 10           | 10   | 13   | 13            |
| f. T Percent trucks design year (ADT)              | 15    | 15    | 15    | 15    | 15      | 15      | 14       | 14   | 16             | 16       | 16           | 16   | 19   | 19            |
| g. Assigned Corridor ADT design year               |       |       |       |       |         |         |          |      |                |          |              |      |      |               |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4     | 4     | 4     | 4       | 4       | 4        | 4    | 4              | 4        | 4            | 4    | 4    | 4             |
| 10. Mileage without frontage roads                 |       |       | 0.5   |       |         |         |          |      |                |          |              | 1.3  | 1.0  |               |
| 11. Mileage with frontage road one side only       | 2.2   | 1.4   | 2.6   | 1.0   | 1.3     | 7.7     | 3:0      |      |                | 3.6      | 1.0          | 0.9  |      | 3.5           |
| 12. Mileage with frontage roads on both sides      | 4.8   | 5.4   | 3.9   |       | 1.5     |         | 6.0      | 11.1 | 1.3            | 0.5      | 1.9          | 0.8  | 1.6  | 8.5           |
| 13. Typical cross-section reference                | 30    | 30    | 30    | 20    | 20      | 20      | 30       | 30   | 30             | 30       | 30           | 30   | 20   | 20            |
| 14. Right-of-Way Width: Minimum                    | 330   | 400   | 400   | 320   | 380     | 300     | 250      | 300  | 410            | 410      | 410          | 300  | 250  | 250           |
| Prevailing   | 460   | 450   | 460   | 400   | 440     | 340     | 300      | 300  | 450            | 480      | 460          | 320  | 250  | 250           |
| 15. Median Width: Minimum                          | 76    | 76    | 76    | 76    | 76      | 76      | 76       | 76   | 76             | 36<br>76 | 76           | 56   | 56   | 46            |
| Prevailing   | 76    | 76    | 1.00  | 76    | 76      | 76      | 76       | 76_  | 76             | 76       | 76           | 56   | 56   | 46            |

| STATE | MONTANA | INTERST | ATE ROUI | E NO. | 15 |      |
|-------|---------|---------|----------|-------|----|------|
|       |         | Sheet _ | 8        | of    | 8  | Shee |

|  |      |      |      |   |       | ESTIMATE SEC | TION | SUBTO | TAL   |           |
|--|------|------|------|---|-------|--------------|------|-------|-------|-----------|
|  | I7   | I8.1 | I8.2 | I9  | I10   |              |      |       |       | TOTAL FOR |
| ITEM   | I8.1 | I8.2 | I9   | <u> 110                                  </u> | Ill . |              |      | RURAL | URBAN | ROUTE     |
|  | 22   | 22   | 22   | 22  | 22    |              |      |       |       |           |
| 1. Section Length, miles (0.1)                     | 9.2  | 4.2  | 3.3  | 0.9   | 0.3   |              |      | 386.4 | 9.0   | 395.4     |
| 2. Class: Rural or Urban (R or U)                  | R    | R    | R    | R   | R     |              |      |       |       |           |
| 3. Urban Area identification (name and code)       |      |      |      |   |       |              |      |       |       |           |
| 4. Location: Existing, new or toll (E, N or T)     | E    | E    | E    | E   | E     |              |      |       |       |           |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1    | 1    | 1   | 1     |              |      |       |       |           |
| 6. Design speed (V)                                | 70   | 70   | 70   | 70  | 70    |              |      |       |       |           |
| 7. Traffic: a. ADT 1967                            | 845  | 845  | 614  | 591   | 533   |              |      |       |       |           |
| <u>h. ADT 1975</u><br>c. ADT 1990                  | 1650 | 1650 | 1200 | 1150  | 1050  |              |      |       |       |           |
|  | 2300 | 2300 | 1650 | 1600  | 1450  |              |      |       |       |           |
| 8. Traffic: a. Design year (19 )                   | 89   | 93   | 93   | - 75  | 75    |              |      |       |       |           |
| b. ADT Design year                                 | 2250 | 2400 | 1750 | 1150  | 1050  |              |      |       |       |           |
| c. DHV Design year                                 | 320  | 340  | 250  | 160   | 150   |              |      |       |       |           |
| d. D Directional distribution factors              | 55   | 55   | 55   | 55  | 55    |              |      |       |       |           |
| e. T Percent trucks design year (DHV)              | 13   | 13   | 13   | 13  | 13    |              |      |       |       |           |
| f. T Percent trucks design year (ADT)              | 19   | 19   | 19   | 19  | 19    |              |      |       |       |           |
| g. Assigned Corridor ADT design year               |      |      |      |   |       |              |      |       |       |           |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4    | 4    | 4   | 4     |              |      |       |       |           |
| 10. Mileage without frontage roads                 | Ĭ    | 0.4  | 2.8  | 0.9   |       |              |      | 81.8  | 6.8   | 88.6      |
| 11. Mileage with frontage road one side only       | 3.9  | 3.8  | 0.5  |   | 0.3   |              |      | 202.5 | 0.3   | 201.0     |
| 12. Mileage with frontage roads on both sides      | 5.3  |      |      |   |       |              |      | 102.1 | 1.9   | 105.8     |
| 13. Typical cross-section reference                | 30   | 20   | 20   | 30  | 30    |              |      |       |       |           |
| 14. Right-of-Way Width: Minimum                    | 325  | 300  | 270  | 240   | 270   |              |      |       |       |           |
| Prevailing   | 410  | 330  | 310  | 260   | 280   |              |      |       |       |           |
| 15. Median Width: Minimum                          | 46   | 46   | 46   | 50  | 50    |              | Î    |       |       |           |
| Prevailing   | 46   | 46   | 46   | 50  | 50    |              |      |       |       |           |

Signature: State Highway Engineer March 1, 1970
Name Title Date

Harch 1, 1970
Date

March 1, 1970

BPR: Name Title Date

| STATE | MONTANA |  |
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| INTERST | TATE | ROUTE | NO | 15 | 5      |
|---------|------|-------|----|----|--------|
| Sheet _ | 1    | of    | 8  | 3  | Sheets |

|   |        |           | -      | <u> </u> |        | ESTIMA  | TE SECTION         | J & FINANC | E CODE        |        |          |              | <del></del> |   |
|---|--------|-----------|--------|----------|--------|---------|--------------------|------------|---------------|--------|----------|--------------|-------------|---|
| ITEM  | Gl     | G2        | G2.1   | G3       | G4     | G5      | G6                 | G7         | G8.1          | G8.2   | G8.2.1   | G9           | G10         | G10.1                                   |
| T T Talvi                                     | G2     | G2.1      | G3     | G4       | G5     | G6      | G7                 | G8.1       | G8.2          |        | G9.1     | _G10         | G10 1       | G11.1                                   |
|   | 23     | 22        | 22     | 22       | 23     | 21      | 21                 | 23         | 23            | 22     | 22       | 23           | 23          | 23                                      |
| Section Length, miles (0.1)                   | 1.6    | 6.9       | 3.5    | 5.0      | 5.6    | 1.9     | 13.3               | 7.8        | 5.3           | 1.4    | 2.4      | 3.0          | 2.3         | 4.8                                     |
| Class: Rural or Urban (R or U)                | F B    | R         | R      | R        | R      | R       | R                  | R          | R             | R      | R        | B            | D           | 74. O                                   |
| Urban Area identification (name and code)     |        |           |        | 11       |        |         | - 1 <sub>1</sub> 1 | 11-2-      |               |        | <u> </u> |              |             |   |
| Location: Existing, new or toll (E, N or T)   | N      | E         | E      | E        | N      | N       | N                  | N          | N             | म      | F        | M            | М           | N                                       |
| Mileage increment: Code 1, 2, 3 or 4          | 1      | ī         | 1      | ī        | 1      | 1       | 1                  | ٦          | 1             | 7      | 1        | 1            | 1           | - 1                                     |
| No. Lanes to be constructed this estimate     | 2      | 2         | 2      | 2        | 2      | 0       | 0                  | 2          | 2             | 4      | 2        | 2            | 1           | 1.                                      |
| No. Lanes to be improved this estimate        | 0      | 0         | 0      | 0        | 0      | 0       | 0                  | 0          | 0             | 0      | 0        | Ō            | 0           | 0                                       |
| No. through traffic lanes                     | 4.     | 2,        | ۷.     | ۷.       | 2.     | ۷.      | 4.                 | 2.         | /,            | /.     | /.       | 1.           | 1.          | 1.                                      |
| Status of improvement October 31, 1969        | 2a(2)f | 2a(2)f    | 2a(2)f | 2a(2)f   | 2a(2)f | 3a(2)   | 3a(2)              | 2a(2)f     | 2a(2)f        | 3a(1)s | 2a(2)f   | 2a(2)f       | 4a(1)       | /a(1)                                   |
| WORK CLASSIFICATION                           |        | ~~ ( >-/- | 7.5    | 72       | 201271 | 750,157 | 741,5              | 201271     | . 1000 100 11 | 70(175 |          |              | 46 1        |   |
| 1. Preliminary Engineering                    | 2      | 8         | 4      | 6        | 5      |         |                    | 50         | 60            | 11     | 21       | 22           |             |   |
| 2. Right-of-Way                               |        |           |        |          |        |         |                    |            |               |        | P-34     |              |             |   |
| a. Right-of-Way and acquisition               | 6      | 17        |        | 7        | 5      |         |                    | 5          | 5             | 9      | 5        | 2            |             |   |
| b. Relocation payments                        | Ŭ      |           |        | <u> </u> |        |         |                    |            |               |        |          | ~            |             |   |
| 3. Clear & grub; demolition                   |        |           |        |          |        |         |                    |            |               |        |          |              |             |   |
| 4. Utility adjustments                        | 6      | 48        |        | 11       | 8      |         |                    | 8          | 25            |        | 3        |              |             |   |
| 5. Grade & drain; minor structures            | 87     | 393       | 220    | 556      | 267    |         |                    | 575        | 543           | 172    | 172      | 247          | 483         | 1150                                    |
| 6. Subbase; base; surfacing; shoulders        | 93     | 404       | 208    | 290      | 437    |         |                    | 466        | 446           | 81     | 139      | 211          | 277         | 582                                     |
| 7. R.R. grade separations                     | 174    | 70-1      | 200    | 238      | 7      |         |                    | 400        | 770           | UI.    |          | ~ 11         | 211         | 81                                      |
| 8. Highway grade separations without ramps    |        |           | 25     |          | 50     |         |                    | 50         | 48            |        |          |              |             | 253                                     |
| 9. Interchanges                               | 113    |           |        | 113      | !      |         |                    | 105        | 58            | 174    |          | 116          | 327         | 881                                     |
| 10. Other bridges; tunnels                    | 1      |           | İ      |          |        |         |                    | 181        | 341           | ****   | 348      | 110          | 162         | 331                                     |
| 11. Walls                                     |        |           |        |          |        |         |                    | 101        | 74-           |        | 1        | <del> </del> | 102         |   |
| 12. Traffic control and safety improvements   |        |           |        |          |        | -       |                    |            |               |        |          |              |             |   |
| .a.Guardrail; fencing; lighting; traffic      |        |           |        |          |        |         |                    |            |               |        |          |              |             |   |
| control devices                               | 31     | 54        | 29     | 34       | 14     |         |                    | 70         | 66            | 38     | 44       | 18           | 22          | 254                                     |
| b. Motorist service signs                     | 7-     | 74        | ~ /    | 24       | 24     |         |                    | 70         |               |        | 77       |              |             | ~ |
| c. Safety improvements on completed sections  | 3      | 3         | 3      | 3        | 9      |         |                    | 39         | 26            |        | 7        | 7            |             |   |
| 13. Roadside improvement                      |        |           |        |          |        |         |                    |            |               |        |          | · · ·        |             |   |
| a Erosion Control                             | 7      | 31        | 16     | 23       | 25     |         |                    | 35         | 24            | 11     | 1 11     | 14           | 17          | 36_                                     |
| b. Landscaping                                |        |           |        |          |        |         | 1                  |            |               |        |          |              | 1           |   |
| c Rest Areas                                  |        |           |        |          |        |         |                    |            |               |        | 104      |              |             |   |
| d. Scenic overlooks                           |        |           |        |          |        |         |                    |            |               |        |          |              |             |   |
| 14. All other items                           |        | 50        |        | 114      | 25     |         |                    |            | 50            | 558    |          |              |             | 99                                      |
| 15. Subtotal, lines 3 to 14                   | 514    | 983       | 501    | 1382     | 835_   |         |                    | 1529       | 1627          | 1034   | 828      | 613          | 1288        | 3667                                    |
| 16. Construction Engineering & Contingencies, | 7-4    | 7017      | 701    | 1,/06    | 1      |         |                    |            | 2-2-1         |        | 277      |              |             |   |
| 10% of Line 15                                | 51     | 98        | 50     | 138      | 84     |         |                    | 153        | 163           | 103    | 83       | 61           | 129         | 367                                     |
| 17. Total Cost of Construction,               |        | 70        | 70     | 1,0      | - 04   |         |                    | +//        |               | 100    |          | 3.           |             |   |
| Lines 15 & 16                                 | 565    | 1081      | 551    | 1520     | 919    |         |                    | 1682       | 1790          | 1137   | 911      | 674          | 1417_       | 4034                                    |
| 18. Total Estimate Cost, line 1, 2 & 17       | 573    | 1106      | 555    | 1533     | 929    |         |                    | 1737       | 1855          | 1157   | 937      | 698          | 1417        | 4034                                    |

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| Sheet  | 2    | 01    | f  | 8 | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |       |       |       |       |       |        |       |         |         |         |       |        |              |
|---|---------------------------------|-------|-------|-------|-------|-------|--------|-------|---------|---------|---------|-------|--------|--------------|
| ITEM  | G11.1                           | G11.2 | G12   | G12.1 | G13   | G14   | G15    | G16   | G16.1   | G17.0.1 | G17.0.2 | G18.1 | G18.2  | G18.3        |
| T I TAN                                       | G11.2                           | G12   | G12.1 | G13   | G14   | G15   | G16    | G16.1 | G17.0.1 | G17.0.2 |         | G18.2 | G18.3  | G19          |
|   | 23                              | 23    | 23    | 23    | 23    | 23    | 23     | 23    | 23      | 23      | 23      | 23    | 23     | 22           |
| Section Length, miles (0.1)                   | 10.4                            | 2.8   | 7.3   | 1.9   | 5.5   | 2.9   | 5.2    |       | 7.3     | 2.9     | 1.5     | 1.6   | 1.8    | 1.0          |
| Class: Rural or Urban (R or U)                | R                               | R     | R     | R     | R     | R     | R      | R     | R       | R       | R       | R     | R      | R            |
| Urban Area identification (name and code)     |                                 |       | _     |       |       |       |        |       |         |         |         |       |        |              |
| Location: Existing, new or toll (E, N or T)   | N                               | N     | И     | N     | N     | N     | N      | N     | И       | N       | N       | N     | N      | Е            |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1     | 1     | 1     | 1     | 1     | 1      | 1     | 1       | 1       | 1       | 1     | 1      | 1            |
| No. Lanes to be constructed this estimate     | 4                               | 4     | 4     | 4     | 4     | 4     | 4      | 4     | 4       | 4       | 4       | 4     | 2      | 0            |
| No. Lanes to be improved this estimate        | 0                               | 0     | 0     | 0     | 0     | 0     | 0      | 0     | 0       | 0       | 0       | 0     | 0      | 0            |
| No. through traffic lanes                     | 4                               | 4     | 4     | 4     | 4     | 4     | 4      | 4     | 4       | 4       | 4       | 4     | 4      | 4            |
| Status of improvement October 31, 1969        | 4a(1)                           | 4a(1) | 4a(1) | 4a(1) | 4a(1) | 4a(1) | _4a(3) | 4a(3) | 4a'1)   | 4a(1)   | 4a(1)   | 4a(1) | 2a(2)f | la(1)f       |
| WORK CLASSIFICATION                           |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| 1. Preliminary Engineering                    | 5                               | 1     | 4     |       |       | 10    | 19     | 6     | 26      | 9       | 5       | 5     | 6      | 4            |
| 2. Right-of-Way                               |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| a. Right-of-Way and acquisition               |                                 |       |       | 12    | 59    | 62    | 33     | 13    | 79      | 96      | 41      | 28    | 9      |              |
| b. Relocation payments                        |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| 3. Clear & grub; demolition                   |                                 |       |       | 45    |       |       |        |       |         |         |         |       |        |              |
| 4. Utility adjustments                        |                                 |       |       | 9     | 45    | 7     | 11     | 2     | 55      | 22      | 10      | 7     | 11     |              |
| 5. Grade & drain; minor structures            | 1231                            | 304   | 1995  | 952   | 922   | 363   | 1388   | 445   | 1743    | 480     | 269     | 236   | 159    |              |
| 6. Subbase; base; surfacing; shoulders        | 1219                            | 329   | 905   | 223   | 638   | 336   | 607    | 199   | 856     | 370     | 174     | 207   | 118    |              |
| 7. R.R. grade separations                     |                                 |       | 7.00  | 599   | 770   |       |        |       |         |         |         |       |        |              |
| 8. Highway grade separations without ramps    | 226                             |       | 110   |       | g9    | 96    | 89     |       | 89      |         |         |       |        |              |
| 9. Interchanges                               | 264                             | ·     | 336   |       | 281   |       |        | 304   |         | 327     |         | 238   |        |              |
| 10. Other bridges; tunnels                    | 43                              |       | 81.1  | 1     | ~~~   |       |        |       |         |         |         |       |        |              |
| 11. Walls                                     |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| 12. Traffic control and safety improvements   |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| .a.Guardrail; fencing; lighting; traffic      |                                 |       |       | 1     |       |       |        |       |         | }       |         |       |        |              |
| control devices                               | 96                              | 38    | 141   | 46    | 70    | 27    | 102    | 24    | 121     | 35      | 33      | 23    | 16     |              |
| b. Motorist service signs                     |                                 | ./-   |       | 70    | , ,   | ~     |        |       |         |         |         |       |        | <del> </del> |
| c. Safety improvements on completed sections  |                                 |       |       |       |       |       |        |       |         |         |         |       | 5      | 8            |
| 13. Roadside improvement                      |                                 |       |       |       |       |       |        | ·     |         |         |         |       |        | 1            |
| a_ Erosion Control                            | 78                              | 21    | 55    | 14    | 41    | 22    | 39     | 13    | 55      | 22      | 11      | 12    | 8      |              |
| b_Landscaping                                 |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| c_Rest_Areas                                  |                                 |       |       |       |       |       |        |       | 175     |         |         |       |        |              |
| d. Scenic overlooks                           |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| 14. All other items                           |                                 |       |       |       |       | 50    |        | 50    | 99      | 64      |         |       |        |              |
| 15. Subtotal, lines 3 to 14                   | 3157                            | 692   | 4353  | 1888  | 2086  | 901   | 2236   | 1037  | 3193    | 1320    | 497     | 723   | 317    | 8            |
| 16. Construction Engineering & Contingencies, |                                 |       | 1 2   | 2000  | 1     |       |        |       |         |         |         |       |        |              |
| 10% of Line 15                                | 316                             | 69    | 435   | 189   | 209   | 90    | 224    | 104   | 319     | 132     | 50      | 72    | 32     | 1            |
| 17. Total Cost of Construction,               |                                 |       |       |       |       |       |        |       |         |         |         |       |        |              |
| Lines 15 & 16                                 | 3473                            | 761   | 4788  | 2077  | 2295  | 991   | 2460   | 1141  | 3512    | 1452    | 547     | 795   | 349    | 9            |
| 18. Total Estimate Cost, line 1, 2 & 17       | 3478                            | 762   | 4792  |       | 2354  | 1063  | 2512   |       |         | 1557    |         | 828   | 364    | 13           |

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|  |        |         |         |         |         | ESTIMA   | TE SECTION | N & FTNANC | CE CODE |        |             |       |       |       |
|--|--------|---------|---------|---------|---------|----------|------------|------------|---------|--------|-------------|-------|-------|-------|
| ITEM   | G19    | G20.1   | G20.1.1 | G20.2   | G20.2.1 | G20.3    | G20.4      | G21        | G21.1   | G21.2  | G22.1       | G22.2 | G22.3 | G22.4 |
| I I LIVI   | G20.1  | G20.1.1 |         | G20.2.1 |         | G20.4    | G21        | G21.1      | G21.2   | G22.1  | G22.2       | G22.3 | G22.4 | G22.5 |
|  | 22     | 22      | 22      | 23      | 23      | 23       | 23         | 23         | 23      | 23     | 23          | 22    | 22    | 22    |
| Section Length, miles (0.1)  | 1.5    | 0.4     | 2.7     | 1.8     | 2.0     | 0.8      | 0.6        | 0.3        | 3.2     | 0.1    | 10.0        | 6.5   | 4.5   | 2.7   |
| Class: Rural or Urban (R or U)   | R      | R       | R       | R       | Ü       | IJ       | TT.        | R          | R       | R      |             | R     | В     | R     |
| Urban Area identification (name and code)  |        |         |         |         | 359#    | 359#     | 359#       |            |         |        |             | 1     |       |       |
| Location: Existing, new or toll (E, N or T)  | E      | E       | E       | N       | И       | N        | N          | N          | N       | И      | И           | E     | E     | E     |
| Mileage increment: Code 1, 2, 3 or 4   | 1      | 1       | 1       | 1       | 1       | 1        | 1          | 1          | 1       | 1      | 1           | 1     | 1     | 1     |
| No. Lanes to be constructed this estimate  | 0      | 0       | 0       | . 0     | 0_      | 0        | 0          | 2          | 2       | 4      | 4           | 4     | 4     | 4     |
| No. Lanes to be improved this estimate   | 0      | 0       | 0       | 0       | . 0     | 0        | 0          | 0          | 0       | 0      | 0           | 0     | 0     | 0     |
| No. through traffic lanes  | 4      | 4       | 4       | 4       | 4       | 4        | _4         | 4          | 4       | 4      | 4           | 4     | 4     | 4     |
| Status of improvement October 31, 1969   | la(1)f | la(1)f  | la(1)f  | la(1)f  | la(1)f  | la(1)f   | la(1)f     | 2a(2)f     | 2a(2)f  | _4a(1) | 4a(1)       | 4a(3) | 4a(3) | 4a(3) |
| WORK CLASSIFICATION  |        |         |         |         |         |          |            |            |         |        |             |       |       |       |
| 1. Preliminary Engineering   | 1      | 2       | 1       | 3       | 18      | 4.       | 4          |            |         |        |             |       |       | 10    |
| 2. Right-of-Way  |        |         |         |         |         |          |            |            |         |        |             |       |       |       |
| a. Right-of-Way and acquisition  |        |         |         |         |         |          |            | 12         | 83      | 1      |             | 138   | 30    | 303   |
| b. Relocation payments   |        |         |         |         |         |          |            |            | 11      |        |             |       |       |       |
| 3. Clear & grub; demolition  |        |         |         |         |         |          |            |            |         |        |             | 274   | 169   | 84    |
| 4. Utility adjustments   |        |         |         |         |         |          |            | 4          | 24      | 1      |             | 16    | 15    | 15    |
| 5. Grade & drain; minor structures   |        |         |         |         |         |          |            | 14         | 977     | 36     | 1734        | 5463  | 1129  | 1066  |
| 6. Subbase; base; surfacing; shoulders   |        |         |         |         |         |          |            | 36         | 182     | 16     | 1640        | 720   | 567   | 309   |
| 7. R.R. grade separations  |        |         |         |         |         |          |            | 98         |         | 1      |             |       | 333   | 3267  |
| 8. Highway grade separations without ramps   |        |         |         |         |         |          |            |            |         |        | 89          |       |       |       |
| 9. Interchanges  |        |         |         |         |         |          |            |            |         |        | 580         |       | 343   | 296   |
| 10. Other bridges; tunnels   |        |         |         |         |         |          |            |            |         |        | 54          |       |       | 36    |
| 11. Walls  |        |         |         |         |         |          |            |            |         |        |             |       |       |       |
| 12. Traffic control and safety improvements  |        |         |         |         |         |          |            |            |         |        |             |       |       |       |
| .a.Guardrail; fencing; lighting; traffic   |        |         |         |         |         |          |            |            |         |        |             |       |       |       |
| control devices  |        |         |         |         |         |          |            | 13         | 41      | 1      | 104         | 387   | 52    | 192   |
| b. Motorist service signs  |        |         | _       |         |         |          |            |            |         |        |             |       |       |       |
| c. Safety improvements on completed sections   | 16     | 33      | 12      | 56      | 46      | 7        | 66         | 12         | 59      |        |             |       |       |       |
| 13. Roadside improvement   |        |         |         | 70      | 7~      | <u> </u> |            |            |         | 1      |             |       |       |       |
| a. Erosion Control   |        |         |         |         |         |          |            | 3          | 14      | 1      | 75          | 49    | 34    | 20    |
| b. Landscaping   |        |         |         |         | 272     | 61       |            |            |         |        |             |       |       |       |
| c Rest Areas   |        |         |         |         |         |          |            |            |         |        |             | 175   |       |       |
| d. Scenic overlooks  |        |         |         |         |         |          |            |            | 25      |        |             |       |       |       |
| All other items  |        |         |         |         |         |          |            |            | 50      |        |             |       | 40    | 144   |
| 15. Subtotal, lines 3 to 14  | 16     | 33      | 12      | 56      | 318     | 68       | 66         | 180        | 1372    | 55     | 4276        | 7084  | 2682  | 5429  |
| 16. Construction Engineering & Contingencies,  |        |         | 2 40    |         | 7.30    | 50       |            |            | ****    |        |             |       |       |       |
| 10% of Line 15   | 2      | 3       | 3       | 6       | 32      | 7        | 7          | 18         | 137     | 6      | 428         | 708   | 268   | 543   |
| 17. Total Cost of Construction,  |        |         |         |         | /~      |          |            |            | -       |        |             |       |       |       |
| Lines 15 & 16  | 18     | 36      | 13      | 62      | 350     | 75       | 73         | 198        | 1509    | 61     | 4704        | 7792  | 2950  | 5972  |
| 18. Total Estimate Cost, line 1, 2 & 17  | 19     | 38      | 14      | 65      | 368     | 79       | 77         | 210        | 1603    | 62     | <del></del> | 7930  | 2980  | 6285  |
| The state of the s | + 2    | 20      | 14      |         | 200     | 1.7      | 11         | 210        | 100)    | UZ     | 4/04        | 1,770 | ~ /00 | 020/_ |

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| Section Length, miles (0.1) Class: Rural or Urban (R or U) Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4 | G22.5<br>G22.6<br>22<br>4.4<br>R | G22.6<br>G23.1<br>22<br>1.5<br>R | G23.1<br>G24<br>23<br>6.8 | G24<br>G25.0.1<br>22 | G25.0.1<br>G25.0.2 | G25.0.2<br>G26.1 | TE_SECTION<br>G26.1<br>G27 | G27<br>G28.1 | G28.1<br>G28.2 | G28.2<br>G28.3 | G28.3   | G29<br>G30 | G30  | G31.1  |
|---|----------------------------------|----------------------------------|---------------------------|----------------------|--------------------|------------------|----------------------------|--------------|----------------|----------------|---------|------------|--|--------|
| Section Length, miles (0.1) Class: Rural or Urban (R or U) Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4 | 22<br>4.4<br>R                   | 22<br>1.5<br>R                   | 23                        | 22                   | G25.0.2            | G26.1            |                            |              |                |                |         |            |  |        |
| Class: Rural or Urban (R or U) Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4                             | 4.4<br>R                         | 1.5<br>R                         |                           | 22                   |                    |                  |                            |              | 46006          | G28.3          | G29     | (13()      | G31.1  | G31.2  |
| Class: Rural or Urban (R or U) Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4                             | R                                | R.                               | 6,8                       | 5.5                  |                    | 20               | 20                         | 22           | 23             | 20             | 23      | 23         | 23   | 22     |
| Class: Rural or Urban (R or U) Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4                             | R                                | R.                               | R                         | / /                  | 5.4                | 3.6              | 5.6                        | 1.8          | 0.8            | 0.2            | 1 2     | 6.1        | 2 1  | 77     |
| Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4  | E                                |                                  | 11                        | R                    | R.                 | B                | B                          | R            | ĪĪ             | II             | II      | R          | R  | R      |
| Location: Existing, new or toll (E, N or T)  Mileage increment: Code 1, 2, 3 or 4   | E                                |                                  |                           |                      |                    |                  |                            |              | 361#           | 361#           | 361#    |            |  |        |
| Mileage increment: Code 1, 2, 3 or 4  | ٦                                | E                                | N                         | E                    | N                  | E                | N                          | E            | N              | N              | N       | N          | И  | E      |
|   |                                  | 1                                | 1                         | 1                    | _ 1                | 1                | 1                          | 1            | 1              | 1              | 1       | 1          | 1  | 1      |
| No. Lanes to be constructed this estimate   | 4                                | 4                                | 4                         | 4                    | 0                  | 0                | 0                          | 0            | 0              | 0              | 0       | 0          | 0  | 0      |
| No. Lanes to be improved this estimate  | Ó                                | Ô                                | 0                         | 0                    | 0                  | 0                | 0                          | 0            | 0              | 0              | 0       | 0          | 0  | 0      |
| No. through traffic lanes   | 4                                | 4                                | 4                         | 4                    | 4                  | 4                | 4                          | 4            | 4              | 4              | 4       | 4.         | 4  | 4      |
| Status of improvement October 31, 1969  | 4a(1)                            | 4a(1)                            | 4a(1)                     | 4a(1)                | 3a(2)              | la(1)f           | la(1)f                     | la(1)f       | la(1)f         | la(1)f         | _la(1)f | la(1)f     | la'1)f   | la'1)f |
| WORK CLASSIFICATION   |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 1. Preliminary Engineering  |                                  |                                  |                           |                      |                    |                  |                            |              | 2              |                | 2       | 2          | 5  | 22     |
| 2. Right-of-Way   |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| a. Right-of-Way and acquisition   | 88                               | 36                               |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| b. Relocation payments  |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 3. Clear & grub; demolition   | 186                              | 63                               |                           | 232                  |                    |                  |                            |              |                |                |         |            |  |        |
| 4. Utility adjustments  | 15                               | 15                               |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 5. Grade & drain; minor structures  | 2732                             | 567                              | 1693                      | 4313                 |                    |                  |                            |              |                | 1              |         |            | 1  | 28     |
| 6. Subbase; base; surfacing; shoulders  | 483                              | 174                              | 830                       | 699                  |                    |                  |                            |              |                |                |         |            |  | 17     |
| 7. R.R. grade separations   | 220                              |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 8. Highway grade separations without ramps  |                                  |                                  | 191                       | 89                   |                    |                  |                            |              |                |                |         |            |  |        |
| 9. Interchanges   | 264                              |                                  | 475                       |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 10. Other bridges; tunnels  | 1434                             | 149                              | 109                       |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 11. Walls   |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 12. Traffic control and safety improvements   |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| .a.Guardrail; fencing; lighting; traffic  |                                  |                                  | ĺ                         |                      |                    |                  |                            |              |                |                |         |            |  |        |
| control devices   | 245                              | 76                               | 121                       | 296                  | 5                  |                  |                            | 7            |                |                |         |            |  |        |
| b. Motorist service signs   |                                  | ·                                |                           | -                    |                    |                  |                            |              |                |                |         |            | <del>                                     </del> | 1      |
| c. Safety improvements on completed sections  |                                  |                                  |                           |                      |                    |                  |                            |              | 33             | İ              | 34      | 28         | 4  | 169    |
| 13. Roadside improvement  |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| a. Erosion Control  | 33                               | 11                               | 51                        | 41                   |                    |                  |                            |              |                |                |         |            |  | 1      |
| b. Landscaping  |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| c Rest Areas  |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| d. Scenic overlooks   |                                  |                                  |                           |                      |                    |                  |                            |              |                |                |         |            |  |        |
| All other items   |                                  |                                  |                           | 65                   |                    |                  |                            |              |                |                |         |            | 89   |        |
| 15. Subtotal, lines 3 to 14   | 5612                             | 1055                             | 3470                      | 5735                 | 5                  |                  | ,                          | 7            | 33             |                | 34      | 28         | 93   | 214    |
| 16. Construction Engineering & Contingencies,   |                                  |                                  | 711.0                     |                      |                    |                  |                            |              |                |                |         |            |  |        |
| 10% of Line 15  | 561                              | 106                              | 347                       | 574                  | 1                  |                  |                            | 1            | 3              |                | 3       | 3          | 9  | 21     |
| 17. Total Cost of Construction,   |                                  |                                  | 7-1                       | 217                  |                    |                  |                            |              |                |                |         |            |  |        |
| Lines 15 & 16   | 6173                             | 1161                             | 3817                      | 6309                 | 6                  |                  |                            | 8            | 36             |                | 37      | 31         | 102  | 235    |
| 18. Total Estimate Cost, line 1, 2 & 17   | 6261                             | 1197                             | 3817                      | 6309                 | 6                  |                  |                            | g            | 38             |                | 39      | 33         | +  |        |

STATE MONTANA

| INTERS | TATE | ROUTE 1 | NO | 15     |
|--------|------|---------|----|--------|
| Sheet  | 5    | of      | 8  | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |          |              |                  |        |        |        |             |              |              |              |            |        |              |
|---|---------------------------------|----------|--------------|------------------|--------|--------|--------|-------------|--------------|--------------|--------------|------------|--------|--------------|
| ITEM  | G31.2                           | G32      | H1<br>H2.0.1 | H2.0.1<br>H2.0.2 | H2.0.2 | Н3     | H4.0.1 | H4.0.2      | H5<br>H6     | H6<br>H7.1   | H7.1<br>H7.2 | H7.2<br>H8 | H8     | H9.1<br>H9.2 |
|   | G32                             | Hl       |              |                  | Н3     | H4.0.1 | H4.0.2 | H5          |              |              |              | 1          | H9.1   | Н9.2         |
|   | 22                              | 22       | 23           | 23_              | 23     | 23     | 20     | 21          | 23           | 23           | 23           | 23         | 23     | 23           |
| Section Length, miles (0.1)                   | 6.1                             | 2.3      | 8.2          | 2.7              | 3.7    | 3.5    | 2.6    | 1.0         | 3.3          | 3.2          | 1.4          | 2.5        | 5.7    | 1.5          |
| Class: Rural or Urban (R or U)                | R                               | R        | R            | R                | R      | R      | R      | R           | R            | R            | R            | R          | R      | R            |
| Urban Area identification (name and code)     |                                 | <u> </u> |              |                  |        |        |        |             |              |              |              |            |        |              |
| Location: Existing, new or toll (E, N or T)   | E                               | E        | N            | N                | N      | N      | E      | N           | N            | N            | N            | N          | N      | N            |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1        | 1            | 1                | 1      | 11_    | 1      | 1           | 1            | 1            | 11           | 1          | 1      | 1            |
| No. Lanes to be constructed this estimate     | 2                               | 0        | 0            | 0                | 0      | 0      | 0      | 0           | 0            | 0            | 0            | 2          | 2      | 2            |
| No. Lanes to be improved this estimate        | 0                               | 0        | 0            | 0                | 0      | 0      | 0      | 0           | 0            | 0            | 0            | 0          | 0      | 0            |
| No. through traffic lanes                     | 4                               | 4        | . 4          | <u></u>          | 4      | 4      | 4      | 4           | 4            | 4            | 4            | 4          | 4      | 4            |
| Status of improvement October 31, 1969        | 2a(2)f                          | la(1)f   | la(1)f       | la(1)f           | la(1)f | la(1)f | la(1)f | 3a(1)       | 3a(1)        | la(1)f       | la(1)f       | 2a(2)f     | 2a(2)f | 2a(2)f       |
| WORK CLASSIFICATION                           |                                 |          |              |                  |        |        |        |             | ]            |              |              |            |        |              |
| 1. Preliminary Engineering                    | 5                               | 3        | 11           | 6_               | 43     |        |        |             |              | 5            | 4            |            |        |              |
| 2. Right-of-Way                               |                                 |          |              |                  |        |        |        |             |              |              |              |            |        |              |
| a. Right-of-Way and acquisition               | 4                               |          |              |                  |        |        |        |             |              |              |              | 2          | 4      | 2            |
| b. Relocation payments                        |                                 |          |              |                  |        |        |        |             |              | 1            |              |            |        |              |
| 3. Clear & grub; demolition                   |                                 |          |              |                  |        |        |        |             |              |              |              |            |        |              |
| 4. Utility adjustments                        | 3                               |          |              |                  |        |        |        | 1           |              |              |              | 8          | 16     | 8            |
| 5. Grade & drain; minor structures            | 319                             |          |              |                  |        |        |        |             | Ì            |              | Ì            | 535        | 818    | 219          |
| 6. Subbase; base; surfacing; shoulders        | 354                             |          |              |                  |        |        |        |             |              |              |              | 170        | 484    | 150          |
| 7. R.R. grade separations                     |                                 |          |              |                  | i      |        |        |             |              | ì            |              |            |        |              |
| 8. Highway grade separations without ramps    |                                 |          |              |                  |        |        |        | _           |              |              |              |            | 38     |              |
| 9. Interchanges                               | İ                               |          |              |                  |        |        |        |             |              |              |              | 172        | 100    | 93           |
| 10. Other bridges; tunnels                    |                                 |          |              |                  |        |        |        |             | 1            |              |              |            |        |              |
| 11. Walls                                     |                                 |          |              |                  | 1      |        |        |             |              |              |              |            |        |              |
| 12. Traffic control and safety improvements   |                                 |          |              |                  |        |        | ·      |             |              |              |              |            |        |              |
| .a.Guardrail; fencing; lighting; traffic      |                                 |          |              |                  |        |        |        |             |              |              |              |            | ł      |              |
| control devices                               | 49                              |          |              |                  |        |        |        |             |              |              |              | 37         | 51     | 9            |
| b. Motorist service signs                     |                                 |          |              |                  |        |        |        | <u> </u>    | -            |              | 1            |            | 1      |              |
| c. Safety improvements on completed sections  | 11                              | 57       | 201          | 101              | 78     | 85     |        | <del></del> | 9            | 81           | 69           | 19         | 20     | 19           |
| 13. Roadside improvement                      |                                 |          | ~~#          |                  |        |        |        |             |              | 01           |              | /          | 20     |              |
| a. Erosion Control                            | 28                              |          |              | !                |        |        |        |             |              |              |              | 11         | 26     | 7            |
| b. Landscaping                                |                                 |          |              |                  |        |        |        |             |              | 1            |              |            |        |              |
| c Rest Areas                                  | 1                               |          |              |                  |        |        |        |             |              |              |              | 175        |        |              |
| d. Scenic overlooks                           | <b>-</b>                        |          |              |                  |        |        |        |             |              | <del> </del> |              | 1          |        |              |
| All other items                               | 25                              |          |              |                  | 515    |        |        |             | <del> </del> |              |              |            |        |              |
| 15. Subtotal, lines 3 to 14                   | 789                             | 57       | 201          | 101              | 593    | 85     |        |             | 9            | 81           | 69           | 1127       | 1553   | 505          |
| 16. Construction Engineering & Contingencies, | 109                             | 27       | ZUI.         | 101              | 777    | 0)     |        |             | 7            | OI.          | 09           | 1. 1. 6. 1 | 1///   | 707          |
| 10% of Line 15                                | 79                              | 6        | 20           | 10               | 59     | 9      |        |             | ٦            | g            | 7            | 113        | 155    | 51           |
| 17. Total Cost of Construction.               | 17                              | U        | 20           | 10               | 27     | 9      |        |             | J-           | 0            |              | 11)        | 1//    | 7.1          |
| Lines 15 & 16                                 | 868                             | 63       | 221          | 111              | 652    | 94     |        |             | 10           | 89           | 76           | 1240       | 1708   | 556          |
| 18. Total Estimate Cost, line 1, 2 & 17       | 877                             | 66       | 232          | 117              | 695    |        |        |             | 10           | 94           |              | 1242       | 1712   | 558          |
| to. Total Estimate Cost, Time 1, 2 & 1/       | 877                             | 00       | 252          | 117              | 695    | 94     |        |             | 10           | 94           | 00           | 1242       | 1/12   | 770          |

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| INTERS | TATE | ROUTE NO. |   | 15     |
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| Sheet  | 6    | of        | 8 | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |         |         |         |             |          |        |              |        |        |              |          |                |         |
|---|---------------------------------|---------|---------|---------|-------------|----------|--------|--------------|--------|--------|--------------|----------|----------------|---------|
| ITEM  | H9.2                            | H10     | H11.0.1 | H11.0.2 | H12         | H13      | H14    | H15          | H16    | H17    | H18<br>H18.1 | H18.1    | H19            | H20.0.1 |
|   | H10                             | H11.0.1 | H11.0.2 | H12     | H13         | H14      | _H15   | H <b>1</b> 6 | H17    | H18    |              | H19      | H19<br>H20,0,1 | H21.1   |
|   | 23                              | 20      | 21      | 23_     | 23          | 23       | 23     | 23           | 23     | 23     | 23           | 23       | 23             | 23      |
| Section Length, miles (0.1)                   | 4.6                             | 2.4     | 5.4     | 0.3     | 2.3         | 4.7      | 0.8    | 1,2          | 1.2    | 1.0    | 0.8          | 1.3      | 7.0            | 10.1    |
| Class: Rural or Urban (R or U)                | R                               | R       | R       | R       | R           | R        | R      | U            | U      | Ū      | R            | R        | R              | R       |
| Urban Area identification (name and code)     |                                 |         |         |         |             |          |        | 357#         | 357#   | 357#   |              |          |                |         |
| Location: Existing, new or toll (E, N or T)   | N                               | И       | N       | N       | N           | N        | И      | N            | N      | N      | N            | N        | N N            | N       |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1       | 1       | 11      | 1           | 1        | 1      | 1            | 1      | 1      | 1            | 1        | 1              | 1       |
| No. Lanes to be constructed this estimate     | 2                               | 0       | 2       | 0       | .0_         | 0        | 0      | 0            | 0_     | 0      | 0            | 0_       | 0              | 4       |
| No. Lanes to be improved this estimate        | 0                               | 0       | . 0     | 0       | 0           | 0        | 0      | 0            | 0      | 0      | 0            | 4_       | 4              | 0       |
| No. through traffic lanes                     | 4_                              | 4       | 4       | 4       | 4           | 4        | 4      | 4            | 4      | 4      | 4            | 4        | 4              | 4       |
| Status of improvement October 31, 1969        | 2a(2)f                          | la(1)f  | 2a(1)f  | 2a(1)f  | 3a(1)       | 3a(1)    | la(1)f | la(l)f       | la(1)f | la(1)f | la(1)f       | la(1)f   | la(1)f         | 4a(1)   |
| WORK CLASSIFICATION                           |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 1. Preliminary Engineering                    |                                 |         |         |         |             |          | 2      | 3            | 2      |        | 2            | 5        | .28            |         |
| 2. Right-of-Way                               |                                 |         |         |         |             |          |        |              | 1      |        |              |          |                |         |
| a. Right-of-Way and acquisition               | 3                               |         |         |         |             |          |        |              |        |        |              | <u> </u> |                |         |
| b. Relocation payments                        |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 3. Clear & grub; demolition                   |                                 |         |         | _       |             |          |        |              |        |        |              |          | <u> </u>       |         |
| 4. Utility adjustments                        | 13                              |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 5. Grade & drain; minor structures            | 222                             |         |         |         |             |          |        | ı            |        |        | ĺ            |          | 19             | 2215    |
| 6. Subbase; base; surfacing; shoulders        | 429                             |         |         |         |             |          |        |              |        |        |              | 66×      | 386 ¥          | 1715    |
| 7. R.R. grade separations                     |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 8. Highway grade separations without ramps    | 103                             |         |         |         |             |          |        |              |        |        |              |          |                | 263     |
| 9. Interchanges                               |                                 |         |         |         |             |          |        |              |        |        |              |          |                | 397     |
| 10. Other bridges; tunnels                    |                                 |         |         |         |             |          |        |              |        |        |              | <u> </u> |                |         |
| 11. Walls                                     |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 12. Traffic control and safety improvements   |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| .a.Guardrail; fencing; lighting; traffic      |                                 |         |         |         |             |          |        |              |        |        |              |          |                | 1       |
| control devices                               | 24                              |         |         |         |             |          |        |              |        |        |              |          |                | 111     |
| b. Motorist service signs                     |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| c. Safety improvements on completed sections  |                                 |         |         | 1       | 5           | 7        | 23     | 45           | 36     | 5      | 36           | 14       | 87             |         |
| 13. Roadside improvement                      |                                 |         |         | -       |             |          |        |              |        |        |              |          |                |         |
| a Erosion Control                             | 20                              |         |         |         |             |          | 19     |              |        |        |              | 1        |                | 76      |
| b_Landscaping                                 |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| c_Rest Areas                                  |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| d Scenic overlooks                            |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| All other items                               |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 15. Subtotal, lines 3 to 14                   | 811                             |         |         | 1       | 5           | 7        | 4.2    | 45           | 36     | 5      | 36           | 80_      | 492            | 4777    |
| 16. Construction Engineering & Contingencies, |                                 |         |         |         |             |          |        |              |        |        |              |          |                |         |
| 10% of Line 15                                | 81                              |         |         |         | 1           | 7        | ).     | 5            | 4      | 1      | 4.           | 8        | 49             | 478     |
| 17. Total Cost of Construction,               |                                 |         |         |         | <del></del> | <u>.</u> | . 51   | -2           |        |        |              |          |                |         |
| Lines 15 & 16                                 | 892                             |         |         | 1       | 6           | g        | 46     | 50           | 40     | 6      | 40           | 88       | 541            | 5255    |
| 18. Total Estimate Cost, line 1, 2 & 17       | 895                             | -       |         | 1       | 6           | 8        | 48     | 53           |        | 6      | <del></del>  | 93       |                | 5255    |

<sup>#</sup> Great Falls

\* Cost includes 8.3 mi pavement overlay

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| INTERS | STATE | ROUTE | NO |   | 15     |
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| Sheet  | 7     | 0:    | £  | 8 | Sheets |

|  |                  |                |              |              |                | ESTIMA  | TE SECTION | & FINANC | E CODE                               |          |  |            | <u> </u>     |            |
|--|------------------|----------------|--------------|--------------|----------------|---------|------------|----------|--------------------------------------|----------|--|------------|--------------|------------|
| ITEM   | H21.1.0<br>H21.2 | H21.2.0<br>H22 | H22<br>H23.1 | H23.1<br>H24 | H24<br>H25.0.1 | H25.0.1 | H25.0.2    |          |                                      | I3<br>I4 | I4<br>T5   | I5<br>I6.1 | I6.1<br>I6.2 | I6.2       |
|  | 23               | 23             | 23           | 23           | 23             | 23      | 23         | 23       | 23                                   | 23       | 22   | 22         | 22           | 22         |
| Section Length, miles (0.1)                              | 7.0              | 6.8            | 7.0          | 1.0          | 2.8            | 7.7     | 9.0        | 11.1     | 1.3                                  | 4.1      | 2.9  | 3.0        | 2.6          | 12.0       |
| Class: Rural or Urban (R or U)                           | R                | R              | R            | R            | R              | R       | R          | R        | R                                    | R        | R  | R          | R            | R R        |
| Urban Area identification (name and code)                |                  |                |              |              |                |         |            |          |                                      |          |  |            |              |            |
| Location: Existing, new or toll (E, N or T)              | N                | N              | N            | N            | N              | N       | N          | N        | N                                    | N        | E  | E          | F            | F          |
| Mileage increment: Code 1, 2, 3 or 4                     | 1                | 1              | 1            | 1            | 1              | 1       | 1          | 1        | 1                                    | 1        | 1  | 1          | 1            | 1          |
| No. Lanes to be constructed this estimate                | 4                | 4              | 4            | 2            | 2              | 2       | 4          | 4        | 4.                                   | 4        | 4  |            | 2            | 2          |
| No. Lanes to be improved this estimate                   | 0                | 0              | 0            | 0            | 0              | 0       | 0          | 0        | 0                                    | 0        | 0  | 0          | <u> </u>     |            |
| No. through traffic lanes                                | 4                | 4              | 4            | 4            | 4              | 4       | 4          | 4        | 4                                    | 4.       | 2,   | 1.         | 1.           | 1.         |
| Status of improvement October 31, 1969                   | 4a(1)            | 2b(2)N         | 2b(2)N       | 2a(2)f       | 2a(2)f         | 2a(2)f  | 4a(1)      | 4a(1)    | 4a(1)                                | 4a'1)    | 4a(1)  | la(1)f     | 2a(2)f       | 2a(2)f     |
| WORK CLASSIFICATION                                      | 1=1              |                |              |              |                |         | 75.1       | 744      | 75.72                                | 744 1/   |  |            | 2012/1       | EQ ( E / I |
| 1. Preliminary Engineering                               |                  |                |              | 1            | 21             | 59      |            |          |                                      |          |  | 2          | 16           | 72         |
| 2. Right-of-Way  |                  |                |              |              | ~_             |         |            |          |                                      |          |  | ~          |              | 12         |
| a. Right-of-Way and acquisition                          | 350              | 341            | 100          | 8            | 15             | 40      |            |          |                                      |          |  |            |              | 118        |
| b. Relocation payments                                   | 1                | 74-            | 3            | Ŭ            |                | 40      |            |          |                                      |          |  |            |              | 770        |
| 3. Clear & grub; demolition                              | <del>-</del>     |                |              |              |                |         |            |          |                                      |          |  |            |              |            |
| 4. Utility adjustments                                   | 27               | 26             | 102          |              | <u> </u>       |         | -          |          |                                      |          | 1  |            |              | 53         |
| 5. Grade & drain; minor structures                       | 980              | 965            | 940          | 40           | 140            | 414     | 1146       | 1343     | <b>1</b> 68                          | 998      | 321  |            | 150          | 557        |
| 6. Subbase; base; surfacing; shoulders                   | 1165             | 1229           | 1176         | 78           | 241            | 620     | 1633       | 1917     | 212                                  | 653      | 470  |            | 209          | 975        |
| 7. R.R. grade separations                                |                  | 122/           | 1170         | 70           | 241            | 020     | 264        | 1717     | مـــــــــــــــــــــــــــــــــــ | 0//      | 4.70   |            | 209          | 777        |
| 8. Highway grade separations without ramps               | 107              | 281            |              |              |                | 33      | 161        |          |                                      |          | 89   |            |              |            |
| 9. Interchanges  | 397              | 201            | 701          |              | 1              | 118     | 1019       | 466      | 345                                  | 323      | 07   |            |              | 235        |
| 10. Other bridges; tunnels                               | 771              | <del> </del>   | 198          |              | <del> </del>   | 110     | 451        | 80       | 747                                  | 670      | <del>                                     </del> |            |              | 2))        |
| 11. Walls  | -                |                | 170          |              | -              |         | <u> </u>   |          |                                      | 070      | <u> </u>   |            |              |            |
| 12. Traffic control and safety improvements              |                  |                |              |              |                |         |            |          |                                      |          | 1  |            |              |            |
|  |                  |                |              |              | 1              |         |            |          |                                      |          |  |            |              |            |
| .a.Guardrail; fencing; lighting; traffic control devices | 81               | 71             | 68           | 38           | 12             | 43      | 110        | 109      | 18                                   | 62       | 32   |            | 20           | 118        |
|  | 0.1              | 7.1            | 00           | 20           | 12             | 42      | 110        | 109      | 70                                   | 02       | 22   | _          | 20           | 710        |
| b. Motorist service signs                                |                  |                |              |              |                |         |            |          | ļ                                    |          | -  | 0.5        |              | 200        |
| c. Safety improvements on completed sections             |                  |                | ļ            |              | ļ              | 23      |            |          |                                      |          |  | 35         | 3            | 20         |
| 13. Roadside improvement                                 |                  | 5.0            |              |              |                |         |            |          |                                      |          |  |            |              |            |
| a Erosion Control  | 53               | 51             | 53           | 5            | 13             | 35      | 68         | 84       | 10                                   | 31       | 22_  |            | 12           | - 54       |
| b. Landscaping   |                  | <del></del>    | 7.77         |              |                |         | 3.575      |          |                                      |          | <u> </u>   |            | <b></b>      |            |
| c_Rest_Areas   |                  |                | 175          |              |                |         | 175        |          |                                      |          |  |            |              | ļ          |
| d Scenic overlooks                                       |                  |                |              |              |                |         |            |          |                                      | -        | 40   |            |              | 5.5        |
| All other items  | 0.02.0           | 0/00           | 0.70         | 7/7          | 101            |         | 300        | 0000     |                                      | 0707     | 89   | 0.5        | 201          | 545        |
| 15. Subtotal, lines 3 to 14                              | 2810             | 2623           | 3413         | 161          | 406            | 1286    | 5327       | 3999     | 753                                  | 2737     | 1023   | 35         | 394          | 2557       |
| 16. Construction Engineering & Contingencies,            |                  |                |              |              |                |         |            |          |                                      |          |  |            |              |            |
| 10% of Line 15   | 281              | 262            | 341          | 16           | 41             | 129     | 533        | 400      | 75                                   | 274      | 102  | 4          | 39           | 256        |
| 17. Total Cost of Construction,                          |                  |                |              |              |                |         |            |          |                                      |          |  |            |              |            |
| Lines 15 & 16  | 3091             | 2885           | 3754         | 177          | 447            | 1415    | 5860       | 4399     | 828                                  | 3011     | 1125   | 39         | 433          | 2813       |
| 18. Total Estimate Cost, line 1, 2 & 17                  | 3442             | 3226           | 3857         | 186          | 483            | 1514    | 5860       | 4399     | 828                                  | 3011     | 1125   | 41         | 449          | 3003       |

| STATE | MONTANA |  |
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| INTERSTATE | ROUTE | NO  | • | 15     |
|------------|-------|-----|---|--------|
| Sheet 8    | of    | r r | 8 | Sheets |

|  |       |              |  |  |  | ESTIMATE SECT | ION & FINAN | CE CODE  | <br>SUBTO        | TAL   |                |
|--|-------|--------------|--|--|--|---------------|-------------|--|------------------|-------|----------------|
| ITEM   | 17    | I8.1<br>I8.2 | I8.2<br>I9                                       | I9<br>I10  | I10<br>I11                                       |               |             |  |                  |       | TOTAL FOR      |
|  |       |              |  |  |  |               |             |  | RURAL            | URBAN | ROUTE          |
|  | 22    | 22           | 22   |  | 22   |               |             |  | 000              |       |                |
| Section Length, miles (0.1)                    | 9.2   | 4.2          | 3.3  | 0.9  | 0.3  |               |             |  | 386.4            | 9.0   | 395.4          |
| Class: Rural or Urban (R or U)                 | R     | R            | R  | R  | R  |               |             | <del>                                     </del> | <br>             |       |                |
| Urban Area identification (name and code)      |       |              |  |  |  |               |             |  |                  |       |                |
| Location: Existing, new or toll (E, N or T)    | E     | E            | Е  | E  | E  |               |             |  |                  |       |                |
| Mileage increment: Code 1, 2, 3 or 4           | 1     | 1            | 1  | 1  | 1  |               |             |  |                  |       |                |
| No. Lanes to be constructed this estimate      | 4     | 2            | 2  | ļ  |  |               |             |  |                  |       |                |
| No. Lanes to be improved this estimate         |       |              |  |  |  |               |             |  |                  | _     |                |
| No. through traffic lanes                      | 4     | 4            | 4  | 4  | 4  |               |             |  |                  |       |                |
| Status of improvement October 31, 1969         | 4a(l) | 2a(2)f       | 2a(2)f   | la(1)f   | la(1)f   |               |             |  |                  |       |                |
| WORK CLASSIFICATION                            |       |              |  |  |  |               |             |  |                  |       |                |
| 1. Preliminary Engineering                     |       |              | · · · · · ·                                      |  | 1  |               |             |  | 621              | 35    | 656            |
| 2. Right-of-Way                                |       |              |  |  |  |               |             |  | V~1              |       | 0,0            |
| a. Right-of-Way and acquisition                |       | 15           | 10   |  |  |               |             |  | 2196             |       | 2196           |
| b. Relocation payments                         |       |              |  | 1  |  |               |             |  | 15               |       | 15             |
| 3. Clear & grub; demolition                    |       |              |  | †  |  |               |             |  | <br>1053         |       | 1053           |
| 4. Utility adjustments                         |       | 5            | 3  |  |  |               |             |  | 657              |       | 657            |
| 5. Grade & drain; minor structures             | 1770  | 301          | 390  | <del>                                     </del> | \ <del></del>                                    |               |             | 1  | <br>50074        |       | 50071          |
| 6. Subbase; base; surfacing; shoulders         | 1746  | 328          | 257  | <del> </del>                                     |  |               |             | +  | <br>32151        |       | 50074          |
| 7. R.R. grade separations                      | 1740  | 144          | 2)1  | <del> </del>                                     | <del>                                     </del> |               |             | <del>-</del>                                     |                  |       | 32151          |
| 8. Highway grade separations without ramps     | 179   | 144          | <del>                                     </del> | <del> </del>                                     |  |               |             | +  | <br>5418<br>2748 |       | 5418<br>2748   |
| 9. Interchanges                                | 325   | 146          | 305  |  |  |               |             | +  | 10737            |       | 10737          |
| O Other buildes turnels                        | 347   | 140          | 300  | <b></b>  | <del> </del>                                     |               |             |  | <br>5398         | _     |                |
| O. Other bridges; tunnels                      |       |              |  | ļ  |  |               |             | <del>                                     </del> | 7,390            |       | 5398           |
| LI. Walls                                      |       |              |  | ļ  |  |               |             |  |                  |       |                |
| 2. Traffic control and safety improvements     |       |              |  |  |  |               |             |  |                  |       |                |
| .a.Guardrail; fencing; lighting; traffic       |       |              | _  |  |  |               |             |  |                  |       |                |
| control devices                                | 89    | 138          | 41   |  |  |               |             |  | 4317             |       | 4317           |
| b. Motorist service signs                      |       |              |  |  |  |               |             |  |                  |       |                |
| c. Safety improvements on completed sections   |       | 20           | 14   | 1  | 22   |               |             |  | 1563             | 272   | 1835           |
| 3. Roadside improvement                        |       |              |  |  |  |               |             |  |                  |       |                |
| a Erosion Control                              | 69    | 19           | 15   |  | <u> </u>   |               |             |  | 1754             |       | 1754           |
| b. Landscaping                                 |       |              |  |  |  |               |             |  |                  | 333   | 333            |
| c_Rest_Areas                                   |       |              |  | }  |  |               |             |  | 979              |       | 979            |
| d. Scenic overlooks                            |       |              |  |  |  |               |             |  | 25               |       | 25             |
|  |       |              |  |  |  |               |             |  | 3021             |       | 3021           |
| A. All other items  5. Subtotal, lines 3 to 14 | 4178  | 1101         | 1025   | 1  | 22   |               |             |  | 119895           | 605   | 3021<br>120500 |
| 6. Construction Engineering & Contingencies,   | 72.0  |              |  |  | 10.70  |               |             |  |                  |       |                |
| 10% of Line 15                                 | 418   | 110          | 103  |  | 2  |               |             |  | 11995            | 62    | 12057          |
| 7. Total Cost of Construction,                 | 420   | 110          | 10)  |  | 2  |               |             | 1  | 11/7/            |       |                |
| Lines 15 & 16                                  | 4596  | 1211         | 1128   | 1  | 24   |               |             |  | 131890           | 667   | 132557         |
| 8. Total Estimate Cost, line 1, 2 & 17         | 4596  | 1226         |  | 1  |  | -             |             | +  |                  | 702   | 135424         |
| to. Total Estimate Cost, line 1, 2 & 1/        | 4790  | 1220         | 1138   | 1  | 27   |               |             |  | <br>134722       | 102   |                |

| ignature: State: Name | State Highway Engineer Title | March 1, 1970     |
|-----------------------|------------------------------|-------------------|
| BPR: Name             | Division Fngineer<br>Title   | March 1, 197 Date |

STATE MONTANA

INTERSTATE ROUTE NO. 15
Sheet 1 of 8 Sheets

|   |          |               |          |               |         |              |          |     |          |       | E        | TAMITE      | E SE   | CTION        | & FIN  | ANCE  | CODE                                  |                |  |      |      |              |  |      |  |          |         |                |
|---|----------|---------------|----------|---------------|---------|--------------|----------|-----|----------|-------|----------|-------------|--|--------------|--|-------|---------------------------------------|----------------|--|------|------|--------------|--|------|--|----------|---------|----------------|
|   | G1       |               | G2       |               | G2.1    |              | G3       |     | G4       |       | G5       |             | G6   |              | G7   |       | G8.1                                  |                | G8.2   | ,    | G8.  | 2.1          | G9   |      | G10  |          | G10.1   |                |
| ITEM  | G2       |               | G2.1     | ł             | G3      |              | G3<br>G4 |     | G4<br>G5 |       | G6       |             | G7   |              | G8.1   |       | G8.2                                  |                | G8.2   | 2.1  | G9   |              | Gí   | С    | G10.   | .1       | G11.1   |                |
|   |          | 23            | 2        | 2             | 2       | 22           |          | 22  |          | 23    |          | 21          |  | 21           |  | 23    |                                       | 23             |  | 22   |      | 22           |  | 23   |  | 23       | 2       | 3              |
| Section length, miles (0.1)                       |          | 1.6           | 6.       | 9             | 3.      | . 5          | Į.       | 5.0 |          | 5.6   |          | 1.9         | 1  | .3.3         | 7  | 7.8   | Ę                                     | .3             | 1  | L.4  |      | 2.4          |  | 3.0  |  | 2.3      | 4.      | 8              |
| Class: Rural or Urban (R or U)                    |          | R             |          | R             |         | R            |          | R   |          | R     |          | R           |  | R            |  | R     |                                       | R              |  | R    |      | R            |  | R    |  | R        |         | R              |
| Urban Area identification (name and code)         | L        |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      |              |  |      |  |          |         |                |
| Location: Existing, new or toll (E, N or T)       |          | N             |          | E             |         | E            |          | E   |          | N     |          | N           |  | N            |  | N     |                                       | N              |  | E    |      | E            |  | N    |  | N        |         | N              |
| Mileage increment: Code 1, 2, 3 or 4              |          | 1             |          | 1             |         | 1            |          | 1   |          | 1     |          | 1           |  | 1_           |  | 1     |                                       | 1              |  | 1_   |      | 1            |  | 1    |  | 1        |         | 1              |
| No. Lanes to be constructed this estimate         |          | 2             |          | 2             | ,       | 2            |          | 2   |          | 2     |          | Ö           |  | 0            |  | 2     |                                       | 2              |  | 4    |      | 2            |  | 2    |  | 4        |         | 4              |
| No. Lanes to be improved this estimate            |          | 0             |          | 0             |         | 0            |          | 0   |          | 0     | L        | 0           |  | 0            |  | 0     |                                       | 0              |  | 0    |      | 0            |  | 0    |  | Q        |         | 0              |
| No. through traffic lanes                         |          | 4             |          | 4             |         | 4            |          | 4   |          | 4     |          | 4           |  | 4            |  | 4     |                                       | 4              |  | 4    |      | 4            |  | 4    |  | 4        |         | 4              |
| Status of improvement, October 31, 1969 (PR-511)  | 2a       | (2)f          | 2a(2)    | f             | 2a(2)   | f            | 2a(2     | 2)f | 2a(      | (2)f  | 3        | a(2)        | 3ε   | a(2)         | 2a(2   | 2)f   | 2a(2                                  | 2)f            | 3a(]   | l)s  | 2a(  | 2)f          | 2a   | (2)f | 4a   | (1)      | 4a(1    |                |
|   |          |               |          |               |         |              |          |     |          |       |          |             | •  |              |  |       |                                       |                |  |      |      |              |  |      |  |          |         |                |
|   |          |               |          |               |         |              |          | ]   | ESTIM    | ATED  | COST     | S (\$1.     | (000)  | AND          | NUMBER   | OF    | UNITS                                 | AND            | STRUC  | TURE | S    |              |  |      |  |          |         |                |
|   |          | _             |          |               |         |              |          |     |          |       |          | ( , _ ,     |  |              |  |       |                                       |                |  |      | _    |              |  |      |  |          |         |                |
| Item No. From                                     |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      |              |  | 1    |  |          |         |                |
| Table C WORK CLASSIFICATION                       | Unit     | Str           | Unit  S  | [tr]          | Unit St | tr           | Unit     | Str | Unit     | Str   | Unit     | Str         | Uni  | t Str        | Unit   | Str   | Unit                                  | Str            | Unit   | Str  | Unit | Str          | Unit   | Str  | Unit   | Str      | Jnit St | r              |
| 7. R.R. grade separation - Cost                   |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      | -            |  |      |  |          |         |                |
| a. No. to be constructed                          |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      |              |  |      |  |          | 1 1     |                |
| Cost  |          |               |          | Í             |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      | •            |  |      |  |          | 81      |                |
| b. No. in service or authorized - to be improved  | 7        | 2             |          |               |         | Ť            | 1        | 2   |          |       | i —      |             |  |              |  |       |                                       |                |  |      |      | T            | 1  |      |  |          |         |                |
| Cost  |          | 174           |          | Î             |         | TÎ-          |          | 38  |          |       | ì        | •           |  | 1            | 1  |       |                                       |                |  |      |      |              | 1  |      |  |          |         |                |
| c. No. in service - cost = zero                   | <u> </u> |               |          |               |         | $\neg$       | Ĩ        |     |          |       |          | T           |  |              |  |       |                                       |                |  |      |      | T            |  | 1    |  |          |         |                |
| d. No. in authorized status - cost = zero         |          |               |          | 一             |         | — <u>†</u> - |          |     |          |       | 1        | 1           |  |              |  |       |                                       |                |  |      |      |              | 1  |      |  |          |         |                |
| 8. Highway grade separations without ramps - Cost |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       | · · · · ·                             |                |  |      |      |              |  |      |  |          |         |                |
| a. No. to be constructed                          |          |               |          | _             |         |              |          |     |          | 1     |          | 1           |  | 1            |  |       |                                       |                |  |      |      | T            | 1  | 1    |  |          | 3 1     | 5              |
| Cost  |          |               |          | -             | J       |              |          |     |          |       | <b>`</b> | 1           | <del></del>                                      | 1            | <b></b> -  |       | · · · · · · · · · · · · · · · · · · · |                |  |      |      | ٠            | <b>-</b>   |      | 1  | 1        | 342     | 5              |
| b. No. in service or authorized - to be improved  |          | , i           |          | -             |         |              |          |     | 1        | 2     |          | I           | -  |              | 1  | 2     | 1                                     | 1              |  |      |      | 1            |  |      | 1  |          | 1       |                |
| Cost  |          | ' <del></del> |          |               |         |              |          |     | -        | 50    |          | <del></del> | <del> </del>                                     | 1            | <u> </u>   | 50    |                                       | 48             |  |      |      |              |  | -    | <del>                                     </del> |          |         |                |
| c. No. in service - cost = zero                   |          | ,             |          | {             |         |              |          |     |          | T T   | î        | 1           |  | T            | <del> </del>                                     |       | i                                     | <del>1</del> · |  |      |      |              | 1  | 1    |  |          |         |                |
| d. No. in authorized status - cost = zero         |          |               |          | $\rightarrow$ |         | -            |          |     |          |       |          |             |  | 1            |  |       |                                       |                |  |      |      |              | 1  | +    |  | <b> </b> |         |                |
| 9. Interchanges - Cost                            |          |               |          | _             |         | _            | 1        |     |          |       |          | 1           |  | <u></u>      |  |       |                                       | -              |  |      |      |              | 1  |      |  |          |         |                |
| a. No. to be constructed                          |          |               |          | $\rightarrow$ |         |              |          |     |          |       |          |             |  | T            |  |       |                                       |                |  |      |      | 1            | 1  | T    | 1  | 2        | 2       | 5              |
| Cost  |          |               |          | -             |         |              |          |     |          | L     | <u> </u> | <u> </u>    |  |              |  |       |                                       |                | $\vdash$   |      | -    | -            | 1  |      | 1 1  | 115      | 35'     |                |
| b. No. in service or authorized - to be improved  | 7        | 2             |          | -             |         |              | 1        | 2   |          | 1     |          | T           | <del>                                     </del> | T            | 1  | 2     |                                       | -              |  |      |      | 1            | 1  | 2    | 1 -  | Ť        |         |                |
| Cost  |          | 55            |          |               |         | -            |          | 55  |          | 1     |          |             |  | <u></u>      | <del> </del>                                     | 25    |                                       |                | <del>                                     </del> |      |      | 1            | <del> </del>                                     | 57   |  | 1        | 1.      |                |
| c. No. in service - cost = zero                   |          | 77-           |          | -+            | 1       | <del></del>  | Ť        | 77. |          |       |          | T           |  | T            | <del>                                     </del> | ۵)    |                                       |                |  |      |      | T            | +  | T    | <del> </del>                                     | T        |         |                |
| d. No. in guthorized status - cost = zero         |          |               |          |               |         | -            | -        |     |          |       | ٦        | 2           | 2  | ,            |  |       |                                       |                | $\vdash$   |      |      | 1            |  |      | _  | +        |         |                |
| 10. Other bridges and tunnels - Cost              |          |               |          | -             |         | +            |          |     |          |       |          |             | 2  | 1.4.         |  |       |                                       |                |  |      |      |              | <del> </del>                                     |      | +  | -        |         |                |
| a. No. to be constructed                          |          |               |          | $\dashv$      |         | $\dashv$     |          |     |          |       |          | Τ           |  | T            |  |       |                                       |                |  |      |      |              | _  |      | 1  | 12       | 2       | 4.             |
| Cost  |          |               |          | -             |         | -            |          |     |          |       |          |             | -  | 1            |  |       |                                       |                | <del>                                     </del> |      |      | <u> </u>     | -  |      | 1  | 162      | 24      |                |
| b. No. in service or authorized - to be improved  | 7        |               | <u>-</u> | -             |         | -            |          |     |          |       |          | 1           |  | T            | 2  | ,     | 2                                     | ,              |  |      | 2    | 16           | 1-   |      | 1  | .UZ      |         | -              |
| Cost  |          |               |          | _             |         | _            |          |     |          |       |          | (           |  | 1            | 7  | 81    | ~ 2                                   | 4              |  |      | ~    | 348          | <del>                                     </del> |      | 1  |          |         |                |
| c. No. in service - cost = zero                   |          |               |          |               |         | -            |          |     |          |       |          | 1           |  | T            |  | 81    | 3.                                    | 41             | <b>—</b>   |      |      | 240          | +-   | т—   | ┼  |          |         |                |
| d. No. in authorized status - cost = zero         |          |               | -        | -             |         |              |          |     |          |       |          |             |  | <del> </del> | -  |       |                                       |                | $\vdash$   |      |      | <del> </del> | <del> </del>                                     | +    | +-   | +-       |         |                |
| d. No. in addictized status - cost - zero         |          |               |          |               |         |              |          |     |          |       | 1 1      | 13          |  | 1            |  |       |                                       |                |  |      |      | ٠            |  |      |  |          |         | $\blacksquare$ |
|   |          |               |          |               |         |              |          |     | 1        | ESTIM | ATED     | COSTS       | (\$1   | 000)         | AND N  | IIMBE | R OF                                  | RECT           | ARFAS  | *    |      |              |  |      |  |          |         |                |
| 13c. Rest Areas - Cost                            |          |               |          |               |         |              |          |     |          |       |          | JODIC       | (Ψ1  | ,000)        | 11,10 1  | J     | 01                                    | - W-D-I        |  |      |      |              | T  |      | I  |          |         |                |
| a. No. to be constructed                          |          |               |          | -+            |         | -            |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      | 1            |  |      | -  |          |         |                |
| Cost  |          | -             |          | -+            |         | -            |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      | 10/          |  |      |  |          |         |                |
|   |          |               |          | +             |         | -            |          |     |          |       |          |             |  |              |  | -     |                                       |                |  |      |      | 104          | -  |      | +  |          |         |                |
| b. No. in service or authorized - to be improved  |          |               |          | $\rightarrow$ |         | _            |          |     |          |       |          |             |  |              | -  |       | -                                     |                |  |      |      |              | +  |      | -  |          |         |                |
| Cost  |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      |              | 1  | -    | -  |          |         |                |
| c. No. in service - cost = zero                   |          |               |          | -             |         | -            |          |     | _        |       |          |             |  |              |  |       |                                       |                |  |      |      |              | -  |      |  |          | _       |                |
| O NO 3  |          |               |          |               |         |              |          |     |          |       |          |             |  |              |  |       |                                       |                |  |      |      |              |  |      |  |          |         |                |

STATE MONTANA

INTERSTATE ROUTE NO. 15
Sheet 2 of 8 Sheets

|  |  |      |      | -          |      |          |  |              |  |          | <u> </u>   | STIMAT       | न्य म          | ירייד האו | & FIN  | IANCE | CODE   |      |        |          |          |               |         |              |  |          |
|--|--|------|------|------------|------|----------|--|--------------|--|----------|--|--------------|----------------|-----------|--|-------|--|------|--------|----------|----------|---------------|---------|--------------|--|----------|
|  | 033  |      | 011  |            | 010  |          | G12  | ) 1          | G13  |          | G14  |              |                |           | G16  | ANCE  | G16.   |      | G17.0  | 2 1 (2   | 7.0.     | 2             | G18.1   | 010          | 1  | 07.0.0   |
| TMTA   | G11  |      | G11  |            | G12  |          |  |              | G14  |          | G15  |              | G1:            |           |  | ,     |  |      |        |          | 8.1      |               |         | G18          |  | G18.3    |
| ITEM   | G11  |      | G12  |            | G12  |          | G13  |              | G14  |          | G10  |              | G16            |           | G16.   |       | G17.   |      | G17.0  |          |          |               | G18.2   | G18          |  | G19      |
|  |  | 23   |      | 23         |      | 23       | -  | 23           |  | 23       |  | 23           |                | 23        |  | 23    |  | 23   |        | 23       | 23       |               | 23      |              | 23   | 22       |
| Section length, miles (0.1)  | -  | 10.4 |      | 2.8        |      | 7.3      | ļ  | 1.9          |  | 5.5      |  | 2.9          |                | 5.2       |  | 1.7   |  | 7.3  |        | .9       | 1.5      |               | 1.6     | <u> </u>     | 1.8  | 1.0      |
| Class: Rural or Urban (R or U)   |  | R    |      | R          |      | R        | -  | R            |  | R        | <b>├</b>   | R            |                | R         |  | R     |  | R    |        | R        | R        | 1             | R       | <del> </del> | R  | R        |
| Urban Area identification (name and code)  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          | _             |         |              |  |          |
| Location: Existing, new or toll (E, N or T)  | $ldsymbol{ldsymbol{ldsymbol{eta}}}$              | N    |      | N          |      | N        | L  | N            |  | N        | ↓  | N            | <u> </u>       | N         |  | N     |  | N    |        | N        | N        |               | N       | <u> </u>     | N  | E        |
| Mileage increment: Code 1, 2, 3 or 4   |  | 1    |      | 1.         |      | 1        |  | 1            |  | 1        |  | 1            |                | 1         |  | 1     |  | 1    |        | 1        | 1        |               | 11_     |              | 1  | 1        |
| No. Lanes to be constructed this estimate  |  | 4    |      | 4          |      | 4        |  | 4            |  | 4        |  | 4            |                | 4         |  | 4     |  | 4    |        | 4        | 4        |               | 4       |              | 2  | 0        |
| No. Lanes to be improved this estimate   | 1  | 0    |      | 0          |      | 0        | <u></u>  | 0            |  | 0        | 1  | 0            |                | 0         |  | 0     |  | 0    |        | 0        | 0        |               | 0       |              | 0  | 0        |
| No. through traffic lanes  |  | 4    |      | 4          |      | 4        | l  | 4            |  | 4        |  | 4            | <u> </u>       | 4         |  | 4     |  | 4    |        | 4        | 4        | -             | 4       | 1            | 4  | 4        |
| Status of improvement, October 31, 1969 (PR-511)   |  | a(1) | 4a   | 1(1)       | 48   | a(1)     | 48   | (1)          | 48   | a(1)     | 4  | (a(l)        | 48             | a(3)      | 4a   | (3)   | 4a   | (1)  | 4a(    | 1) /     | a(1)     |               | 4a(1)   | 2a(          | (2)f   | la(1)f   |
|  |  |      |      |            | -    |          |  |              |  |          |  |              | -              |           |  |       |  |      |        |          |          |               |         | -            |  |          |
|  |  |      |      |            |      |          |  |              | ESTIM  | IATED    | COST   | S (\$1.      | .000)          | AND       | NUMBER   | न० इ  | UNTTS  | AND  | STRUCT | URES     |          |               |         |              |  |          |
|  | 1  |      |      |            |      |          |  |              |  |          |  | - (+-,       | , ,            |           |  |       | 01122  |      |        | 0120     |          |               |         |              |  |          |
| Item No. From  |  |      |      |            |      |          |  |              |  |          |  |              |                | T         |  |       |  |      | T      |          |          |               |         |              |  |          |
| Table C WORK CLASSIFICATION  | Unit   | Str  | Unit | Str        | Unit | Str      | Unit   | Str          | Unit   | Str      | Unit   | Str          | Uni            | t Str     | Unit   | Str   | Unit   | Str  | Unit S | tr   Uni | .t  St   | r Ui          | nit Str | Uni          | Str  | Unit Str |
| 7. R.R. grade separation - Cost  |  |      |      |            |      | ·        |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  | •        |
| a. No. to be constructed   |  |      |      |            |      |          | 1  | 2            |  | T        |  | T            |                | 1         | T  |       |  |      |        |          |          |               | T       |              | T  |          |
| Cost   |  | 1    |      |            |      |          | E  | 99           | <del> </del>                                     | -        |  | <u></u>      |                | 1.        | <del>                                     </del> |       | ļ <u></u>  |      |        |          |          |               |         |              |  | -        |
| b. No. in service or authorized - to be improved   | <del></del>                                      | T    |      |            |      |          | <del>                                     </del> | 1            | <del> </del>                                     | 1        | -  | T            | <del> </del>   | T         | 1  |       | -  |      |        |          | T        |               |         | -            |  |          |
| Cost   | <del>                                     </del> | 1    |      | ! <u>}</u> |      |          | <del> </del>                                     | ·            |  | ·        | -  |              | <del> </del>   | J         |  |       | <u> </u>   |      |        | _        |          |               |         | <del> </del> | ــــــــــــــــــــــــــــــــــــــ           |          |
| c. No. in service - cost = zero  | <del> </del> -                                   | 1    |      |            |      | 1        | -  | T            | <del>                                     </del> | 1        |  | T            | -              | T         | <del>                                     </del> |       | 1  |      |        |          | $\neg$   |               |         | +            | T  |          |
| d. No. in authorized status - cost = zero  | ├──  |      |      |            |      | -        | <b> </b> -                                       | <del> </del> | <del> </del> -                                   |          | <del>                                     </del> | <del> </del> |                | +         | <del>                                     </del> |       | <del>                                     </del> |      |        |          | +-       | -             |         | <del> </del> | +  |          |
|  |  |      |      |            |      |          |  |              |  |          | -  |              |                |           |  |       |  |      |        |          |          | -+-           |         | +            |  |          |
| 8. <u>Highway grade separations without ramps - Cost</u>   |  |      | -    |            |      |          | ļ  | ,            | <del> </del>                                     | 1 0      | <u> </u>   | 1 2          | <del> </del>   | 10        | ļ  |       | 1 7 7  | _    |        |          |          |               |         |              |  |          |
| a. No. to be constructed   | 2  | 2    |      |            |      | 2        | ļ  | <u> </u>     | <del>  _</del>                                   | 2        | <u> </u>   | 11           | <del> </del> - | 2         | <u> </u>   |       |  | 2    |        |          |          |               |         | <del> </del> | 1  |          |
| Cost   | -  | 226  |      |            |      | 110      | ļ  |              | ļ  | 89       |  | 96           | ļ              | 189       | <del> </del>                                     |       | <u> </u>   | 89   |        |          |          | <u> </u> _    |         | -            | 3  |          |
| b. No. in service or authorized - to be improved   | ļ  |      |      |            |      | L        | ļ  | <u> </u>     | ļ  |          | ļ  |              | ļ              | 1         |  |       |  |      |        |          |          |               | 1       | +            |  |          |
| Cost   | ļ  | ,    |      |            |      |          | <u> </u>   |              | ļ  | · ·      |  |              | ļ              | ,         | ļ,   |       |  |      |        |          |          | <u></u>       | +       | -            | · · · · · ·                                      |          |
| c. No. in service - cost = zero  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          | $\bot$   | _             |         | -            | <del>                                     </del> |          |
| d. No. in authorized status - cost = zero  |  |      |      |            |      | <u> </u> | ļ  | <u> </u>     |  |          |  | 1            | ļ              |           |  |       |  |      |        |          |          | $\rightarrow$ |         | +            |  |          |
| 9. <u>Interchanges - Cost</u>  |  |      |      |            |      |          | <u> </u>   |              | <u> </u>   |          |  |              | ļ              |           | <u> </u>   |       |  |      |        |          |          |               |         | ļ            |  |          |
| a. No. to be constructed   | 1  | 2    |      | <u> </u>   | 1    | 2        | ļ  |              |  | <u> </u> | 1  | 2            |                |           | 1  | 2     |  |      | 1      | 1        | <u> </u> |               | 1 2     |              |  |          |
| Cost   |  | 157  |      |            |      | 124      | <u> </u>   |              |  |          |  | 120          |                |           | 1  | .43   |  |      | 1.1    | .5       |          |               | 89      |              |  |          |
| b. No. in service or authorized - to be improved   |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| Cost   |  |      |      | ]          |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| c. No. in service - cost = zero  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              | <u> </u>   |          |
| d. No. in authorized status - cost = zero  |  |      |      |            |      |          |  |              |  |          |  | I            |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| 10. Other bridges and tunnels - Cost   |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| a. No. to be constructed   | 1  | 1    |      |            | 1    | _2       |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| Cost   |  | 43   |      |            |      | 81.1     |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| b. No. in service or authorized - to be improved   |  |      |      |            |      |          |  |              |  |          |  | 1            |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| Cost   |  |      |      |            |      | -        |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| c. No. in service - cost = zero  |  |      |      |            |      |          |  |              |  |          |  | Ţ            |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
| d. No. in authorized status - cost = zero  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          |               |         | 1            |  |          |
|  |  | 1    |      |            |      |          |  |              |  |          | 1  | 1            |                |           |  |       |  |      |        |          |          |               |         |              |  |          |
|  |  |      |      |            |      |          |  |              |  | ESTIM    | ATED   | COSTS        | 5 (\$1         | ,000)     | AND N  | UMBE  | ER OF  | REST | AREAS  |          |          |               |         |              |  |          |
| 13c. Rest Areas - Cost   |  |      |      |            |      |          |  |              |  |          |  |              | T              | ·         | 1  |       | T  |      |        |          |          |               |         |              |  |          |
| a. No, to be constructed   |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  | 2    |        |          |          |               | _       |              |  |          |
| Cost   |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       | ٦  | 75   |        |          |          | +             |         | +-           |  |          |
| b. No. in service or authorized - to be improved   |  |      |      |            |      |          |  |              |  |          |  |              |                | -         |  |       | ļ  | ()   |        |          |          | -             |         | +-           |  |          |
| Cost   |  |      |      |            |      |          |  |              |  |          |  |              | -              |           |  |       | <del> </del>                                     |      |        |          |          | +             |         |              |  |          |
|  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          | -             |         |              |  |          |
| c. No. in service - cost = zero  |  |      |      |            |      |          |  |              |  |          |  |              |                |           |  |       |  |      |        |          |          | -             |         | -            |  |          |
| d No importantes a state of the |  |      |      |            |      |          |  |              |  |          |  |              | ,              |           |  |       |  |      |        |          |          |               |         |              |  |          |

| CVTI A TILE | MONTANA |  |
|-------------|---------|--|
| STATE       |         |  |

INTERSTATE ROUTE NO. 15
Sheet 3 of 8 Sheets

|   |  |         |      |     |      |     |          |       |       |         | F  | STIMAT   | TE SE    | CTTON | & FIN  | ANCE    | CODE   |             |       |          |      |     |              |     |        |      |            |        |
|---|--|---------|------|-----|------|-----|----------|-------|-------|---------|--|----------|----------|-------|--------|---------|--------|-------------|-------|----------|------|-----|--------------|-----|--------|------|------------|--------|
|   | 07.0   |         | G20  | 7   | G20. | 7 7 | G20      | ) 2   | GOO   | .2.1    |  | 0.3      | G20      |       | G21    | MINOT   | G21.   | 1 1         | G21.  | 2        | G22. | 1   | 000          | 2   | 000    | 2    | 000        |        |
| ITEM  | G19<br>G20                                       |         |      |     | G20. |     |          | ).2.1 |       |         |  | 0.3      | G20      |       | G21.   |         | G21.   |             | G21.  |          | G22. |     | G22<br>G22   |     | G22.   |      | G22.4      |        |
| 7.1.111/1   | GZU  | 22      | GRU  | 22  | GZU. | 22  | GZC      | 23    | 020   | 23      | UZ   | 23       | UZI      | 23    | UZI.   | 23      |        | 23          |       | 23       | VIGG | 23  | UZZ          | 22  |        | 22   |            | 2      |
| Section length, miles (0.1)                             | <del>                                     </del> | 1.5     |      | 0.4 | ,    | 2.7 |          | 1.8   |       | 2.0     |  | 0.8      |          | 0.6   | (      | 0.3     |        | .2          |       | 0.1      | 1(   | 0.0 |              | 5.5 |        | .5   | 2.         |        |
| Class: Rural or Urban (R or U)                          | <b> </b>   | R       |      | R   |      | R   |          | R     |       | U       | <del> </del>                                     | U        |          | Ü     |        | R       |        | R           |       | R        |      | R   |              | R   |        | R    | <i>د</i> • | R      |
| Urban Area identification (name and code)               |  |         |      |     |      |     |          |       |       | 359#    |  | 359#     | 3        | 359#  |        |         |        |             |       |          |      |     |              |     |        |      |            | 10     |
| Location: Existing, new or toll (E, N or T)             | <b> </b>   | E       |      | E   |      | E   |          | N     |       | N       |  | N        |          | N     |        | N       |        | N           | _     | N        |      | N   |              | E   |        | E    |            | E      |
| Mileage increment: Code 1, 2, 3 or 4                    |  | 1       |      | 1   |      | 1   |          | 1     |       | 1       |  | 1        |          | 1     |        | 1       |        | 1           |       | 1        |      | 1   |              | 1   |        | 1    |            | 1      |
| No. Lanes to be constructed this estimate               |  | 0       |      | 0   |      | 0   |          | 0     |       | 0       |  | 0        |          | 0     |        | 2       |        | 2           |       | 4        |      | 4   |              | 4   |        | 4    |            | 4      |
| No. Lanes to be improved this estimate                  |  | 0       |      | 0   |      | 0   |          | 0     |       | 0       | <del>                                     </del> | 0        |          | 0     |        | 0       |        | 0           |       | 0        |      | O   |              | 0   |        | 0    |            | 0      |
| No. through traffic lanes                               |  | 4       |      | 4   |      | 4   |          | 4     |       | 4       |  | 4        |          | 4     |        | 4       |        | 4           |       | 4        |      | 4   |              | 4   |        | 4    |            | 4      |
| Status of improvement, October 31, 1969 (PR-511)        | la   | (1)f    | la(  | 1)f | 1a(  | 1)f | 1a(      | 1)f   | la    | (1)f    | 1:   | a(1)f    | la(      | 1)f   | 2a(    | 2)f     | 2a(2   | )f          | 4a    | (1)      | 4a   | (1) | <u>4a</u>    | (3) | 4a1    | 3)   | 4a()       | 37     |
|   |  | ` / _ ] | `    |     |      |     | <u> </u> |       |       | · · · · | •  | <u> </u> | <u> </u> |       | `      |         |        | <del></del> | ·     |          |      |     | <del>!</del> | 100 | ,      |      |            |        |
|   |  |         |      |     |      |     |          |       | ESTIN | MATED   | COST   | S (\$1,  | .000)    | AND   | NUMBEF | OF      | UNITS  | AND         | STRUC | TURE     | S    |     |              |     |        |      |            |        |
|   |  |         |      |     |      |     |          |       |       |         |  | ,        |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| Item No. From WORK OF ASSIFT CATTON                     |  |         |      |     |      | a.  |          |       |       | [a.     | Ī  |          | ,, ,     |       |        | <u></u> |        | a           |       | <u> </u> |      | a.  |              | a.  | ,,,,,, | a. I |            |        |
| Table C WORK CLASSIFICATION                             | Unit   | Str     | Unit | Str | Unit | Str | Unit     | Str   | Unit  | Str     | Uni  | t Str    | Unit     | Str   | Unit   | Str     | Unit   | Str         | Unit  | Str      | Unit | Str | Unit         | Str | Unit   | Str  | Jnit S     | tr     |
| 7. R.R. grade separation - Cost                         |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| a. No. to be constructed                                |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     | 1      | 2    | 2 /        | /<br>+ |
| Cost  |  |         |      |     |      |     | Ĭ        |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     | 33     | 3    | 326'       | 7      |
| b. No. in service or authorized - to be improved        |  |         |      |     |      |     | Î .      | Ì     |       |         | Î  |          |          |       | 1      | 2       |        |             |       |          |      |     |              |     |        | Î    |            |        |
| Cost  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        | 99      |        |             |       |          |      |     |              |     |        |      |            |        |
| c. No. in service - cost = zero                         | 1  | 2       |      |     | 1    | 2   | 3        | 6     |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| d. No. in authorized status - cost = zero               |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| 8. Highway grade separations without ramps - Cost       |  |         |      |     |      |     |          |       |       |         |  |          |          | _     |        |         |        |             |       |          |      |     | 1            |     |        |      |            |        |
| a. No. to be constructed                                |  |         |      |     |      |     | Ī        |       |       | 1       | Ī  |          |          |       |        |         |        |             |       |          | 1    | 2   |              |     |        |      |            |        |
| Cost  | 1  |         |      |     |      |     |          |       |       |         |  |          |          | 1     |        |         |        |             |       |          |      | 89  |              |     |        |      |            |        |
| b. No. in service or authorized - to be improved        |  |         |      |     |      |     | 1        | I     |       | 1       |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        | Ī    |            |        |
| Cost  |  |         |      |     |      | _   |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        | Ĩ    |            |        |
| c. No. in service - cost = zero                         |  |         |      |     |      |     |          |       | 2     | 2       | 1  | 1        | 1        | 1     |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| d. No. in authorized status - cost = zero               |  |         |      |     |      |     |          | Ţ     |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| 9. Interchanges - Cost                                  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| a. No. to be constructed                                |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          | 2    | 4   |              |     | 1      | 1    | 1          | 2      |
| Cost  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          | 2    | 58  |              |     | 13     | 31   | 12         | 9      |
| b. No. in service or authorized - to be improved        |  |         |      |     |      |     | Ì        |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| Cost  |  |         |      |     |      |     |          |       | T     |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| c. No. in service - cost = zero                         | 1  | 1       | 1    | 2   | 1    | 2   | 1        | 1     | 2     | 4       |  |          | 1        | 2     |        |         |        |             |       |          |      | I   |              |     |        |      |            |        |
| d. No. in guthorized status - cost = zero               |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| 10. Other bridges and tunnels - Cost                    |  |         |      |     |      |     |          |       |       | _       |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        | j    |            |        |
| a. No. to be constructed                                |  |         |      |     |      |     | <u> </u> |       |       |         |  |          |          |       |        |         |        |             |       |          | 1    | 1   |              |     | 1      |      | 1          | 1      |
| Cost  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      | 54  |              |     |        |      | 3          | 6      |
| b. No. in service or authorized - to be improved        |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| Cost  |  |         |      |     |      |     |          |       |       | ·       |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| c. No. in service - cost = zero                         |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| d. No. in authorized status - cost = zero               |  |         |      |     |      |     |          | 1     |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
|   |  |         |      |     |      |     |          |       |       |         |  |          | 4.       |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
|   |  |         |      |     |      |     |          |       |       | ESTIM   | IATED  | COSTS    | 5 (\$1   | ,000) | AND N  | UMBE    | R OF I | EST         | AREAS | o i      |      |     |              |     |        |      |            |        |
| 13c. Rest Areas - Cost                                  |  | ]       |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| a. No. to be constructed                                |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              | 2   |        |      |            |        |
| Cost  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     | 1            | 75  |        |      |            |        |
| b. No. in service or authorized - to be improved        |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| Cost  |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| c. No. in service - cost = zero                         |  |         |      |     |      |     |          |       |       |         |  |          |          |       |        |         |        |             |       |          |      |     |              |     |        |      |            |        |
| A No de cutto de la la la la la la la la la la la la la |  |         |      |     |      |     |          |       |       |         |  |          | 1        |       |        |         |        |             |       |          |      |     | 1            |     | 1      |      |            |        |

STATE MONTANA

| INTERS | TATE | ROUTE | NO | 15 |        |
|--------|------|-------|----|----|--------|
| Sheet  | 4    |       | of | 8  | Sheet: |

|  | T             |           |       |        |        |      |        |      |  |               | ES         | TAMI T   | E SE   | CTION            | & FINA   | NCE           | CODE     |        |         |      |          |          |        |     |                |     |           |
|--|---------------|-----------|-------|--------|--------|------|--------|------|--|---------------|------------|----------|--|------------------|--|---------------|----------|--------|---------|------|----------|----------|--------|-----|----------------|-----|-----------|
|  | G22           | 5         | G22   | 2.6    | G23.   | 1    | G24    |      | G25.   | 0.1           | _          | .0.2     | G26  |                  | G27  | Ī             | G28.1    | $\neg$ | G28.    | 2    | G28.     | 3        | G29    |     | 630            |     | G31.1     |
| ITEM   | G22           |           | G21   |        | G24    | , _  | G25    | .0.1 | G25.   | 0.2           | G26        | 1        | G27  | , • <del>-</del> | G28.1  |               | G28.2    | - 1    | G28.    | 3 I  | G29      | • /      | G30    |     | G30<br>G31.    | 1   | G31.2     |
|  |               | 22        | - VA  | 22     | UA.A.  | 23   |        | 22   |  | 23            |            | 20       |  | 20               |  | 2             |          | 3      |         | 20   |          | 23       |        | 23  |                | 23  | 22        |
| Section length, miles (0.1)                                  |               | 4.4       |       | 1.5    |        | 6.8  |        | 5.5  |  | 5.4           |            | 3.6      |  | 5.6              | 1.   | 8             | 0.       | 8      | C       | ).2  | :        | 1.2      | (      | 6.1 |                | 2.1 | 7.7       |
| Class: Rural or Urban (R or U)                               |               | R         |       | R      |        | R    |        | R    |  | R             |            | R        |  | R                |  | R             |          | U      |         | U    |          | Ū        |        | R   |                | R   | R         |
| Urban Area identification (name and code)                    |               |           |       |        |        |      |        |      |  | ·             |            |          |  |                  |  |               | 361      | #      | 36      | 1#   | 3        | 61#      |        |     |                |     |           |
| Location: Existing, new or toll (E, N or T)                  |               | E         |       | E      |        | N    |        | E    |  | N             |            | E        |  | N                |  | E             |          | N      |         | N    |          | И        |        | N   |                | N   | E         |
| Mileage increment: Code 1, 2, 3 or 4                         |               | 1         |       | 1      |        | 1    |        | 1    | <u> </u>   | 1 .           |            | 1        |  | 1                |  | 1             |          | 1      |         | 1    |          | 1        |        | 1   |                | 1   | 1         |
| No. Lanes to be constructed this estimate                    |               | .4        |       | 4      |        | 4    |        | 4    |  | 0             |            | 0        |  | 0                |  | 0             |          | 0      |         | 0    |          | 0        |        | 0   |                | 0   | 0         |
| No. Lanes to be improved this estimate                       | ļ             | 0         |       | 0      |        | 0    |        | 0    |  | 0             |            | 0        |  | 0_               | L  | 0             |          | 0      |         | 0    |          | 0        |        | 0   |                | 0   | 0         |
| No. through traffic lanes                                    | <u> </u>      | 4         |       | 4      |        | 4    |        | 4    |  | 4             |            | 4        |  | 4                |  | 4             | ,        | 4      |         | 4    |          | 4        |        | 4   |                | 4   | 4         |
| Status of improvement, October 31, 1969 (PR-511)             | 4             | a(1)      | 48    | 1(1)   | 48     | a(1) | 4a     | (1)  | 38   | a(2)          | la         | (1)f     | la(  | 1)f              | la(1)  | f             | la(1)    | f      | la(l    | .)f  | la(      | 1)f      | la(    | 1)f | la(1           | _)f | la(1)f    |
|  | 1             |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
|  |               |           |       |        |        |      |        |      | ESTIM  | ATED          | COSTS      | S (\$1,  | ,000)  | AND              | NUMBER (   | OF (          | UNITS    | AND    | STRUC   | TURE | S        |          |        |     |                |     |           |
|  |               |           |       | ,      | ,      |      |        |      |  |               |            | ,        | · · · · ·  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| Item No. From WORK CLASSIFICATION                            | IIn i +       | C+n       | IIni+ | S+2    | IIni+  | Str  | IIni+  | Stn  | IIni+  | Str           | IIni+      | Str      | Unit   | Str              | lini + St  |               | IInit S  | 3+ n   | IIni+ S | 3+2  | Unit     | Str      | IInit  | Str | IIni+          | Stn | Jnit Str  |
| Table C  | 011110        | 501       | 01111 | 1 0 01 | 0111 0 | 1001 | 0111 0 | 001  | 0111.0   | 1001          | 0111 0     | 1001     | 0111   | 1 501            | 0111 0 100                                       | 1             | 0111 9 1 |        | 01110   | 701  | OIII     | 501      | 0111 0 | 001 | 0111 0         | 501 | 111 0 001 |
| 7. R.R. grade separation - Cost                              |               | 1 7       |       | , —    |        |      |        |      | ├  |               |            |          | <del>                                     </del> | •                |  |               |          |        |         |      |          |          |        |     | ļ,             |     |           |
| a. No. to be constructed                                     | <u> </u>      | 1         |       | L      |        |      |        |      | -  |               |            | <u> </u> |  | L                | 1  | $\rightarrow$ |          |        |         |      |          |          |        |     |                |     | l         |
| Cost   |               | 220       |       |        |        |      |        |      | ļ  |               | ļ <u> </u> |          |  |                  | ļ  | }             |          |        |         |      |          |          |        |     | <u> </u>       |     |           |
| b. No. in service or authorized - to be improved             | <u> </u>      | <u> </u>  |       |        |        |      |        |      | <del> </del>                                     |               |            | <u> </u> | ļ  | 1                | <u> </u>   |               |          |        |         |      |          |          |        |     |                |     |           |
| c. No. in service - cost = zero                              | <del> </del>  |           |       |        |        | r    |        |      | <del></del>                                      | ,             |            | 1        | 7  | 2                | <del>                                     </del> | -             |          |        | 1 i     | 2    |          |          |        |     | <del> </del> - |     |           |
| d. No. in authorized status - cost = zero                    |               |           |       |        |        |      |        |      | <del> </del>                                     | <del>  </del> |            |          |  | -                |  | -             |          |        |         | 2    |          |          |        |     |                |     |           |
|  |               | -         |       |        |        |      |        |      |  |               |            | <u> </u> |  |                  |  | -             |          | -      |         |      |          |          |        |     |                |     |           |
| 8. Highway grade separations without ramps - Cost            |               |           | -     |        | 2      | ,    | 7 - 1  | 2    | <del> </del>                                     |               |            |          |  |                  | <del> </del>                                     |               |          |        |         |      |          | T        |        |     |                |     |           |
| a. No. to be constructed                                     | -             | <u>  </u> |       | J      | ~      | 91   |        | 89   |  | ļ             |            |          |  | <u> </u>         | <del>}</del>                                     | -             |          |        |         |      |          | 1        |        |     |                |     |           |
| Cost   |               | ,¦        |       |        |        | 77   |        | 0.7  | ¦  |               |            | 1        |  |                  | ļ <u> </u>                                       |               |          |        | 1       |      |          |          |        |     | <del> </del>   |     |           |
| <u>b. No. in service or authorized - to be improved</u> Cost | <del> </del>  |           |       |        |        |      |        |      | ļ  |               |            |          |  |                  | <del>                                     </del> | -             |          |        |         |      |          |          |        |     | $\vdash$       |     |           |
| c. No. in service - cost = zero                              | <del> </del>  |           |       |        |        | 1    |        |      | <del> </del>                                     |               | 7          | 2        | 2  | 3                | -  |               |          |        |         |      | <u> </u> | f 1      | 1      | 2   |                |     |           |
| d. No. in authorized status - cost = zero                    |               |           |       |        |        |      |        |      |  |               | 7          | ~        | 2  |                  |  |               |          |        |         |      |          |          |        | €~  |                |     |           |
| 9. Interchanges - Cost                                       |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  | $\neg$        | 1        |        |         |      |          |          |        |     |                |     |           |
| a. No. to be constructed                                     | 7             | 2         |       |        | ٦      | 1    |        |      | <del>                                     </del> |               |            |          |  |                  | <del>                                     </del> |               |          |        |         |      |          |          |        |     |                |     |           |
| Cost   | <del></del> - | 115       |       | '——¦   |        | 202  |        |      | <del>                                     </del> | 1             |            |          |  |                  | <del> </del>                                     | $\dashv$      |          |        |         |      |          | <u> </u> |        |     |                |     |           |
| b. No. in service or authorized - to be improved             | -             |           |       |        |        |      |        |      |  |               |            |          |  |                  |  | $\dashv$      |          |        |         |      |          |          |        |     |                |     |           |
| Cost   |               |           |       |        |        |      |        |      | <del>                                     </del> |               |            |          |  |                  |  | _             |          |        |         |      |          |          |        |     |                |     |           |
| c. No. in service - cost = zero                              |               |           |       | i      |        |      |        |      | †  |               | 1          | 2        | 1  | 1                |  |               | 1 :      | 2      |         |      | 1        | 11       | 1      | 1   |                |     | 1 2       |
| d. No. in authorized status - cost = zero                    |               |           |       |        |        |      |        |      | 1  | 1             |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| 10. Other bridges and tunnels - Cost                         |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          | •        |        |     |                |     |           |
| a. No. to be constructed                                     | 6             | 10        | 1     | 1      | 1      | 1    |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| Cost   | 1.            | 434       | 1     | 49     |        | 109  |        |      |  |               |            | -        |  | -                |  |               |          |        |         |      |          |          |        |     |                |     |           |
| b. No. in service or authorized - to be improved             |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| Cost   | _             |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| c. No. in service - cost = zero                              |               |           |       |        |        |      |        |      |  |               | 3          | 3        |  |                  |  |               |          |        |         |      |          |          | 1      | 3   |                |     |           |
| d. No. in authorized status - cost = zero                    |               |           |       |        |        |      |        |      | 2  | 2             |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
|  |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
|  |               |           |       |        |        |      |        |      |  | ESTIM         | ATED       | COSTS    | 3 (\$1   | ,000)            | AND NU   | MBEI          | H OF R   | EST    | AREAS   |      |          |          |        |     |                |     |           |
| 13c. Rest Areas - Cost                                       |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| a. No. to be constructed                                     |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| Cost   |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| b. No. in service or authorized - to be improved             |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| Cost   |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| c. No. in service - cost = zero                              |               |           |       |        |        |      |        |      |  |               |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |
| d No in sutherized status east - sere                        |               |           |       |        |        |      |        |      | ,  | 2             |            |          |  |                  |  |               |          |        |         |      |          |          |        |     |                |     |           |

STATE MONTANA

INTERSTATE ROUTE NO. 15
Sheet 5 of 8 Sheets

|   |  |                   |      |          |      |          |  |                   |  |           | ES       | TAMET    | E SEC  | CTTON     | & FINA   | ANCE                  | CODE  |      |          |       |             |             |              |          |          |               |      |     |
|---|--|-------------------|------|----------|------|----------|--|-------------------|--|-----------|----------|----------|--------|-----------|--|-----------------------|-------|------|----------|-------|-------------|-------------|--------------|----------|----------|---------------|------|-----|
|   | G31.   | 2                 | G32  | >        | Hl   |          | H2   | 0.1               | H2.0   | , 2       | Н3       |          | H4.    |           | H4.0.  |                       | H5    |      | Н6       |       | H7.         | 1           | Н7.          | 2        | Н8       | T             | H9.1 |     |
| ITEM  | G32  | ~                 | H1   | •        | H2.( | 7 7      |  | 0.2               | Н3   | •~        | H4.(     | 0.1      | H4.    |           | H5   | ~                     | Н6    |      | H7.      | ı Ì   | Н7.         |             | H8.          | ~        | H9.1     | - 1           | H9.2 |     |
| T I Palvi   | 422  | 22                | UT   | 22       | 112. | 23       | 114.   | 23                | 112  | 23        | 1140     | 23       | 1764   | 20        |  | 21                    |       | 23   | 1110     | 23    | 1110        | 23          | 1100         | 23       |          | 23            |      | 23  |
| 12 (2.1)  |  |                   |      | 2.3      |      | 8.2      | <del>                                     </del> | 2.7               |  | 3.7       |          | 3.5      |        | 2.6       |  | .0                    |       | .3   |          | 3.2   |             | 1.4         |              | 2.5      |          | 5.7           |      | .5  |
| Section length, miles (0.1)                       |  | 6,1               |      |          |      | 0.2<br>R | $\vdash$   | <del>2• /</del> R |  | 7• /<br>R |          | 7.7<br>R |        | R R       | 1  | R                     |       | R    |          | R     |             | R R         |              | R        |          | $\overline{}$ |      |     |
| Class: Rural or Urban (R or U)                    | ├─-  | R.                |      | R        |      | R        |  | л                 |  | л         | <u> </u> | л        | _      | п         |  | п                     |       | п    |          | 11    |             | п           |              | Л        |          | R             |      | R   |
| Urban Area identification (name and code)         | <b>├</b>   |                   |      |          |      | N.T.     | <del> </del>                                     | 27                | -  | N.T.      |          | NT.      |        | 777       |  | NT                    |       | NT - |          | NT    |             | ₹.T         |              | NT.      |          | 14            |      | N   |
| Location: Existing, new or toll (E, N or T)       | ļ  | 王                 |      | E        |      | N        |  | N                 |  | N         |          | 1/1      |        | E         |  | N                     |       | IV 7 |          | 7     |             | N           |              | N        |          | N             |      | N   |
| Mileage increment: Code 1, 2, 3 or 4              |  | 1                 |      | 1        |      | 1        |  | 1                 |  |           |          | <u> </u> |        | 1         |  | $\frac{\circ}{\perp}$ |       | T    |          | T     |             | 1           |              | 1        |          | 1             |      | 1   |
| No. Lanes to be constructed this estimate         |  | 2                 |      | 0        |      | 0        | -  | 0                 |  | 0         |          | 0        |        | 0         |  | 0                     |       | 0    |          | 0     |             | 0           | <u> </u>     | 2        |          | 2             |      | 2   |
| No. Lanes to be improved this estimate            |  | 0                 |      | 0        |      | 0        | ├──  | 0                 |  | 0         |          | 0        |        | 0         |  | 0                     |       | 0    |          | 0     |             | 0           |              | 0        |          | 0             |      | 0   |
| No. through traffic lanes                         |  | 4                 |      | 4        |      | 4        | L  | 4                 |  | 4         |          | 4        |        | 4         |  | 4                     |       | 4    |          | 4     | 2 /         | 4           |              | 4        |          | 4             | 0 /  | 4   |
| Status of improvement, October 31, 1969 (PR-511)  | 2a(  | 2)f               | 1a(  | 1)f      | la   | (1)f     | la(  | 1)f               | ]la(   | 1)f       | la       | (1)f     | la(    | 1)f       | 3a(  | 1)                    | 3a(   | (1)  | la(      | T) t. | la(         | T)1.        | 2a(          | 2)f      | 2a(      | 2)f           | 2a(2 | 2)f |
|   |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
|   | 1  |                   |      |          |      |          |  |                   | EST IMA  | ATED (    | COSTS    | ; (\$1,  | (000)  | AND       | NUMBER   | OF                    | UNITS | AND  | STRUC    | CTURE | S           |             |              |          |          |               |      |     |
|   |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| Item No. From WORK OLASSIETCATION                 |  | <u></u>           |      |          |      | 21       |  | ۵.                |  | a         |          |          | ,, .,  | <b>a.</b> | ,, .,  | , 1                   |       |      | ,,       | Q.L   | 77          | a.          |              |          |          | <b></b>       |      | a   |
| Table C WORK CLASSIFICATION                       | Unit   | Str               | Unit | Str      | Unit | Str      | Unit   | Str               | Unit   | Str       | Unit     | Str      | Unit   | Str       | Unit S   | itr                   | Unit  | Str  | Unit     | Str   | Unit        | Str         | Unit         | Str      | Unit     | Str           | Jnit | Str |
| 7. R.R. grade separation - Cost                   |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  | [                     |       |      |          |       |             |             |              |          |          |               |      |     |
| a. No. to be constructed                          |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| Cost  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| b. No. in service or authorized - to be improved  | İ  | j                 |      |          |      |          | Î  | Î                 | Î  |           |          |          |        |           | i i  |                       | 1     |      |          |       |             |             |              |          |          |               |      |     |
| Cost  | <u>'</u>   | · i               |      | <u> </u> |      |          | 1  | ,                 | i i  |           |          | •        |        |           | <u> </u>   |                       |       |      |          |       | ì           |             |              | •        |          |               |      |     |
| c. No. in service - cost = zero                   |  |                   |      |          | 7    | 2        |  | 1                 | Î T  |           | 1.       | 2        |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| d. No. in authorized status - cost = zero         |  | i                 |      |          |      | ~        |  | 1                 |  |           |          | -~       |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| 8. Highway grade separations without ramps - Cost |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       | -     |      |          |       |             |             |              |          |          |               |      |     |
| a. No. to be constructed                          |  | -                 |      |          |      |          | -  | 1                 | 1  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| Cost  | <del>                                     </del> |                   |      |          |      |          |  |                   | <del> </del>                                     |           | -        | 1        |        |           |  |                       |       |      |          |       |             | <u> </u>    | -            | 1        |          |               |      |     |
|   | <del> </del>                                     | <del></del> ¦     |      |          |      |          | ļ ———  | 1                 | <del>                                     </del> |           |          | ī        |        |           |  |                       |       | -    |          |       |             | <del></del> |              |          | 1        | 2             | -    |     |
| b. No. in service or authorized - to be improved  | <u> </u>   |                   |      |          |      |          |  |                   | ļ  |           |          |          |        | L         | -  |                       |       |      |          |       | -           |             |              | 1        | -        | 38            |      |     |
| Cost  | <u> </u>   |                   |      |          |      |          | 1  |                   | <del>                                     </del> |           | <u> </u> |          | ļ<br>, |           | <del>                                     </del> |                       |       |      | -        |       | 7           | 2           | ├            |          |          | <u> </u>      |      |     |
| c. No. in service - cost = zero                   |  |                   |      |          |      | 2        |  | -                 |  |           |          |          |        |           |  |                       |       |      |          |       | 1           | 2           | ├──          | -        | -        |               |      |     |
| d. No. in authorized status - cost = zero         |  | -                 |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       | -    | _        |       | <del></del> |             | -            |          |          |               |      |     |
| 9. Interchanges - Cost                            | <u> </u>   |                   |      |          |      | -        |  | 1                 | <del> </del>                                     |           |          | 1        |        |           |  |                       |       |      | -        | ,     | -           | 1           | <del> </del> | 1        |          |               |      |     |
| a. No. to be constructed                          |  |                   |      |          |      |          | ļ  | <u> </u>          | <del>                                     </del> |           |          | 1        |        |           |  |                       |       |      |          | J     |             | <u>L.</u>   | -            |          |          | L             |      |     |
| Cost  |  | $\longrightarrow$ |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             | 1 7          | 1 0      | 7        |               | 7 1  | ~   |
| b. No. in service or authorized - to be improved  |  |                   |      |          |      |          |  | L                 |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              | 2        | 7        | 2             | 1    | 2   |
| Cost  | ļ  |                   |      |          |      |          | ļ  |                   |  |           |          |          | ļ      |           |  |                       |       |      | <u> </u> |       |             |             | <u> </u>     | 62       |          | 64            |      | 57  |
| c. No. in service - cost = zero                   |  |                   | 1    | 2        |      |          | 2  | 3                 | $\vdash$   |           | 1        | 2        |        |           |  |                       |       |      | 1        | T     |             | <u> </u>    |              |          | <u> </u> |               |      |     |
| d. No. in authorized status - cost = zero         |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             | <u> </u>    |              |          |          |               |      |     |
| 10. Other bridges and tunnels - Cost              |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              | 1        |          |               |      |     |
| a. No. to be constructed                          |  |                   |      |          |      |          |  | <u> </u>          |  |           |          |          |        | <u> </u>  |  |                       | 1     |      |          |       | _           |             | -            | 1        |          |               |      |     |
| Cost  | ļ.,  |                   |      |          |      |          |  |                   | <b>—</b>   |           |          |          |        |           |  |                       |       |      |          |       |             |             | -            |          | -        |               |      |     |
| b. No. in service or authorized - to be improved  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              | <u> </u> |          |               |      |     |
| Cost  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             | 1            |          | L        |               |      |     |
| c. No. in service - cost = zero                   |  |                   |      |          | 1    | 2        |  | 1                 |  |           | 1        | 2        |        |           |  |                       |       |      |          |       | 1           | 2           | <u> </u>     | 1        | 1        | 2             |      |     |
| d. No. in authorized status - cost = zero         |  |                   |      |          |      |          |  |                   |  |           |          |          | 1      | 3         | 1  | 2                     | 3     | 6    |          |       |             |             |              |          |          |               |      |     |
|   |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          | -     |             |             |              |          |          |               |      |     |
|   |  |                   |      |          |      |          |  |                   | F  | ESTIM     | ATED     | COSTS    | (\$1,  | ,000)     | AND N  | UMBE                  | R OF  | REST | AREAS    | S     |             |             |              |          |          |               |      |     |
| 13c Rest Areas - Cost                             |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| a. No, to be constructed                          |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             | 1            | 2        |          |               |      |     |
| Cost  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             | 17           | 15       |          |               |      |     |
| b. No. in service or authorized - to be improved  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       | -    |          |       |             |             | 1            |          |          |               |      |     |
| Cost  |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             |              |          |          |               |      |     |
| c. No. in service - cost = zero                   |  | -                 |      | -        |      |          |  |                   |  |           |          |          |        |           |  |                       |       |      |          |       |             |             | +            |          | -        |               |      |     |
|   |  |                   |      |          |      |          |  |                   |  |           |          |          |        |           | _  |                       |       |      |          |       |             |             | -            |          | -        |               | -    |     |
| d. No. in authorized status - cost = zero         |  |                   |      |          | 2    |          |  |                   |  |           |          |          |        |           | 2  |                       |       |      |          |       |             |             |              |          | 1        |               |      |     |

STATE \_\_MONTANA

INTERSTATE ROUTE NO. 15
Sheet 6 of 8 Sheets

|   | ESTIMATE SECTION & FINANCE CODE                  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
|---|--|--|-----------|--------------|--|------------------|--|-----------------|--|-----------------|-----------|----------|----------|--------------|--|------------------|-------|--------|----------|--------------|--|----------|--|-------------|--|-------------------|--------|---------------|
|   | Н9.  | 2  | Hl        | <u> </u>     | наа  | .0.1             | н11  | 0.2             | H12  |                 | H13       |          | H14      |              | H15  | 1                | H16   |        | H17      |              | H18  |          | H18  | 1           | H19  |                   | H20.   | 0.1           |
| ITEM  | H1(  |  |           | 1.0.1        |  | 0.2              | H12  |                 | H13  |                 | H14       |          | H15      |              | H16  |                  | H17   |        | H18      |              | H18  |          | H19  |             | H20.   | 0.1               | H21.   |               |
| , All All Goods TO  | 1111   | 23   |           | 20           | 3444   | 21               |  | 23              | 1111   | 23              | 1114      | 23       | 111      | 23           |  | 23               | 111/  | 23     | 1110     | 23           | , iii  | 23       | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1        | 23          | 1120.  | 23                |        | 23            |
| Section length, miles (0.1)   |  | 4.6  |           | 2.4          |  | 5.4              | <del>                                     </del> | 0.3             |  | 2.3             |           | 4.7      |          | 0.8          |  | .2               | 1     | L. 2   |          | 1.0          |  | 0.8      |  | 1.3         | r  | 7.0               |        | ).1           |
| Class: Rural or Urban (R or U)  | 1  | P P  |           | R            |  | R                |  | R               |  | R               |           | R        |          | R            | -  | II               |       | II.    |          | IJ           |  | R        |  | R           |  | P                 |        | R             |
| Urban Area identification (name and code)   |  |  |           |              |  | - 1              |  | 1,4             |  |                 |           | 10       |          | 11           | 34   | 7#               | 31    | 57#    | 3        | 57#          |  |          |  | - 11        |  | 11                |        | -0-1          |
| Location: Existing, new or toll (E, N or T)                                       | <del>                                     </del> | M  |           | N            |  | N                |  | M               |  | M               |           | M        |          | N            | -  | M                |       | NI     |          | NT           |  | N        |  | N           |  | N                 |        | M             |
| Mileage increment: Code 1, 2, 3 or 4  |  | 1/1  |           | 7            |  | 1                |  | 7               | <b>†</b>   | 1               |           | 7        |          | 1            |  | 7                |       | 1      |          | 7            |  | 1        |  | 1/1         |  | 1                 |        | 7             |
| No. Lanes to be constructed this estimate   |  | 2  |           | 0            |  | 2                | 1  | 0               |  | 0               |           | 0        |          | 0            |  | 0                |       | 0      |          |              |  | 0        |  | 0           |  | 0                 |        |               |
| No. Lanes to be constituted this estimate  No. Lanes to be improved this estimate |  | 0  |           | 0            |  | 0                |  | 0               | 1  | 0               |           | 0        |          | 0            |  | 0                |       | 0      |          |              |  | 0        |  |             |  | -,                |        | 4-            |
| No. through traffic lanes   |  | ,  |           | ,            |  | ,                |  | ,               |  | ,               |           | ,        |          | <del>,</del> |  | 7                |       | j      |          | ,            |  | ,        |  |             |  | -4-               |        | <del></del> - |
| Status of improvement, October 31, 1969 (PR-511)                                  | 20   | a(2)f  | 101       | (1)f         | 20   | $\frac{4}{(1)f}$ | 20 (   | 1)f             | 30   | $\frac{4}{(1)}$ | 3.        | a(1)     | 1a(      | 1 \ 6        | 1a(1   | 10               | 1a(1  | 1 \ f  | 12/      | 1)f          | 1a(  | 116      | 10/  | (1)f        | la(  | 116               | /.a    | (1)           |
| Status of improvement, october 31, 1909 (The 311)                                 | 20   | 1(2)1  | La        | 1/1          | 20   |                  | za (   | <del>1</del> )1 | ر ا  | (1)             | ٠)        | a(1)     | I La (   | <u> </u>     | 1 14/1   | - / <del>-</del> | Ia\.  |        | Tal      | <u> </u>     | La   | 1/1      | 14   | 1/1         | La(  | L ) L             | 44     | ( + /         |
|   |  |  |           |              |  |                  |  |                 | ECT TM   | רובייייא        | C C C T C | (Ф1      | 0001     | A NID        | לוים כת אוווא                                    | OE               | INTTO | 4 8150 | עוומשי   | ם כווות יחיר | 20   |          |  |             |  |                   |        |               |
|   |  |  |           |              |  |                  |  |                 | FOI TIME   | ALED            | 00212     | ) (DI,   | ,000)    | AND          | NUMBER   | UF               | UNITE | AND    | STRUC    | TURE         | 22   |          |  |             |  |                   |        | 1             |
| Item No. From WORK GLASSIET CATTON  | <u> </u>   |  |           | T            |  |                  | 1  | 1               | 1  |                 |           |          |          |              |  |                  |       |        |          | Г            | 1  | 1        |  | <del></del> | 1  |                   |        |               |
| Table C WORK CLASSIFICATION   | Unit   | Str  | Unit      | Str          | Unit   | Str              | Unit   | Str             | Unit   | Str             | Unit      | Str      | Unit     | Str          | Unit   | Str              | Unit  | Str    | Unit     | Str          | Unit   | Str      | Unit   | Str         | Unit   | Str               | Unit S | Str           |
| 7. R.R. grade separation - Cost   | -  |  |           | 1            |  |                  |  |                 |  |                 | <b></b>   | !        | -        |              |  | $\dashv$         |       |        | <u> </u> |              | <del>                                     </del> |          |  |             |  | -                 |        |               |
| a. No. to be constructed  | -  |  |           | <del>,</del> |  |                  | -  |                 | <del>                                     </del> |                 |           | 1        |          |              | <del>                                     </del> |                  |       |        |          |              |  | _        |  |             | -  |                   |        |               |
| Cost  | -  | 1  |           | L            | <del> </del>                                     | L                |  | l               |  |                 |           | L        | ļJ       | <del></del>  |  |                  | 1     |        |          | L            | <del> </del>                                     |          | -  | 1           | 1  |                   |        |               |
| b. No. in service or authorized - to be improved                                  | <del> </del>                                     | 7  |           |              | ļ  | γ                |  | î               | <del> </del>                                     |                 | ļ         | ı        |          |              | <del>                                     </del> |                  |       |        | <u> </u> | · — —        | -  | _        | <del> </del>                                 | _           |  |                   |        |               |
| Cost  | <del> </del>                                     | 1  | _         | 1            | ļ  | L                | ļ  | L               | <del> </del>                                     |                 | <u> </u>  | <u></u>  | }        |              | 1  |                  |       |        | <b>}</b> | L            | -  |          | ļ  | 1           | <del>                                     </del> |                   |        |               |
|   |  | <del>,  </del>                                   |           | 1            | <del>                                     </del> | г —              | }  | 1               | <del>                                     </del> |                 |           | _        |          |              | <del>                                     </del> |                  |       |        |          | Г            | -  |          |  |             | -  |                   |        |               |
| c. No. in service - cost = zero   |  | <del>                                     </del> |           |              | <u> </u>   |                  | <u> </u>   | <u> </u>        |  |                 | ļ         | -        |          |              | -  |                  |       |        |          |              | -  |          |  | -           | -  |                   |        |               |
| d. No. in authorized status - cost = zero   |  | 1  | , , , , , | <u> </u>     |  | L                |  | ł               | 1  |                 |           | <u> </u> |          |              |  |                  |       |        |          |              | <del>                                     </del> |          | ├  | <u> </u>    | -  | $\longrightarrow$ |        |               |
| 8. Highway grade separations without ramps - Cost                                 | ļ  | , ,  |           | ,            | <u> </u>   |                  | <u> </u>   |                 | ļ,   |                 |           |          | ļ.,      |              |  |                  |       |        |          | ,            | <u> </u>   |          |  |             | <u> </u>   |                   |        |               |
| a. No. to be constructed  | 1  | 1  |           | <u></u>      |  | <u></u>          | ļ  |                 |  |                 |           | <u> </u> | ļl       |              |  |                  |       |        |          |              | -  | <u> </u> | ļ  |             |  |                   |        | 4             |
| Cost  | ļ  | 103  |           | ,            | <u> </u>   |                  | <u> </u>   |                 | ļ  |                 |           |          | <u> </u> |              | <u> </u>   |                  |       |        |          |              | ļ  | -        | <u>ļ                                    </u> | ,           | ļ  |                   | 2      | 63            |
| b. No. in service or authorized - to be improved                                  | ļ  |  |           | <u> </u>     | ļ  |                  | [  | <u></u>         |  |                 |           | <u> </u> |          |              |  |                  |       |        | ļ        |              | ļ  | <u> </u> | Ļ  | 1           | ļ  |                   |        |               |
| Cost  | <u> </u>   | ,  |           | ·            | ļ  |                  | ļ  |                 | ļ  |                 | !         |          | ļ.,,     |              | ļ  | !                |       |        |          |              | ļ  |          |  |             |  |                   |        |               |
| <u>c. No. in service - cost = zero</u>  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  | 2     | 3      | 1        | 1            |  |          | 1  | 2           | 1  | 2                 |        |               |
| d. No. in authorized status - cost = zero   |  |  |           |              | 1  | 1                |  | <u> </u>        |  |                 | 1         | 1_1      |          |              |  |                  | 1     |        |          | <u> </u>     | -  |          | —  | <u> </u>    | ļ  |                   |        |               |
| 9. <u>Interchanges - Cost</u>   |  |  |           |              | <u> </u>   |                  |  |                 | ļ,   |                 |           |          | L        |              |  |                  |       |        |          |              |  |          | ļ  | ,           | -  |                   |        |               |
| a. No. to be constructed  |  |  |           |              | ļ  |                  | ļ  | <u> </u>        | ļ <u> </u>                                       |                 |           |          |          |              |  | =                |       |        |          |              |  | 1        |  |             |  |                   | 1      | 1             |
| Cost  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          |  |             |  |                   | 1      | 73            |
| b. No. in service or authorized - to be improved                                  |  |  |           | <u> </u>     |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          | <u> </u>                                     | <u> </u>    |  |                   |        |               |
| Cost  |  |  |           |              |  |                  |  |                 | ļ  |                 | <u> </u>  |          |          |              |  |                  |       |        |          |              |  |          |  |             | ļ  |                   |        |               |
| c. No. in service - cost = zero   |  |  |           |              |  |                  |  |                 |  |                 |           |          | 1        | 1            | 1  | 1                | 1     | 1      |          | L            | 1  | 2        | 1  | ļ           | 2  | 3                 |        |               |
| d. No. in authorized status - cost = zero   |  |  |           |              | 1  | 2                |  |                 |  |                 |           | <u> </u> |          |              |  |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
| 10. Other bridges and tunnels - Cost  |  |  |           |              |  |                  |  |                 |  |                 |           | ,        |          |              | ļ  |                  |       |        |          |              |  |          | ــــــ                                       |             |  |                   |        |               |
| a. No. to be constructed  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  | <u> </u> | ļ  |             | 1  |                   |        |               |
| Cost  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
| b. No. in service or authorized - to be improved                                  |  |  |           |              |  |                  |  |                 |  |                 |           | L        |          |              |  |                  |       |        |          |              | 1  |          | <u> </u>                                     |             | 1  |                   |        |               |
| Cost  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              | 1  |          | <u> </u>                                     |             |  |                   |        |               |
| c. No. in service - cost = zero   |  |  | 1         | 2            |  |                  |  |                 |  |                 |           |          |          |              |  |                  | 1     | 2      |          |              |  |          |  |             |  |                   |        |               |
| d. No. in authorized status - cost = zero   |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              | 1  |          |  |             |  |                   |        |               |
|   |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        | -        |              |  |          | -  |             | 1  |                   |        |               |
|   |  |  |           |              |  |                  |  |                 | E  | ESTIM           | ATED      | COSTS    | 5 (\$1,  | (000)        | AND N  | UMBE             | R OF  | REST   | AREA     | S            |  |          |  |             |  |                   |        |               |
| 13c. Rest Areas - Cost  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              | Π  |          |  |             |  |                   |        |               |
| a. No, to be constructed  |  |  |           |              |  |                  |  |                 |  |                 |           |          | 1        |              |  |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
| Cost  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
| b. No. in service or authorized - to be improved                                  |  |  |           |              |  |                  |  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              |  |          |  |             | <b>—</b>   |                   |        |               |
| Cost  |  |  |           |              |  |                  |  |                 | <u> </u>   |                 |           |          |          |              | <b>—</b>   |                  |       |        |          |              |  |          |  |             |  |                   |        |               |
| c. No. in service - cost = zero   |  |  |           |              |  |                  | -  |                 |  |                 |           |          |          |              |  |                  |       |        |          |              | -  |          | -  |             | +  |                   |        |               |
| d No in outhorized status   |  |  |           |              |  |                  |  |                 | -  |                 |           |          |          |              |  |                  |       |        |          |              | -  |          |  |             | +  |                   |        |               |

STATE \_\_\_MONTANA

INTERSTATE ROUTE NO. 15
Sheet 7 of 8 Sheets

|   | ESTIMATE SECTION & FINANCE CODE                  |              |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
|---|--|--------------|----------|-------------|------|---------------|--|-------------|--|-------------------|-------|-------------|----------|------|--|---------------|-----------|--|-------------|--|--------------|--|---------------|--|-----|------------|----------|
|   | H2   | 1 7          | HO       | 1.2         | H22  |               | Н23  | 2 1         | H24  |                   | H25.  |             | H25.     |      |  |               | I2        | 13   |             | Ī4   |              | I5   |               | I6.1   |     | 16.2       | $\dashv$ |
| ITEM  | H2]  |              | H2:      |             | H23  |               | H24  |             | H25.C  | \ 7               |       | 0.2         | I1.0     |      | I2   | -             | I3        | I4   |             | I5   |              | I6   |               | 16.2   |     | 10.2<br>T7 |          |
| TIM   | nz.  |              | ПС       |             | ПСЭ  | 23            | 1124   | 23          |  | 23                | 1127  | 23          | 11.      | 23   |  | 23            | 23        |  | 23          | 17   | 22           | 10   | 22            |  |     | 7.7        | $\dashv$ |
|   |  | 23           |          | 23          |      |               |  |             |  |                   |       |             |          | -    |  |               |           |  |             |  |              |  |               |  | 22  | 22         |          |
| Section length, miles (0.1)   | <b></b>  | 7.0          |          | 6.8         |      | 7.0           | <del> </del>                                     | 1.0         |  | 8.8               |       | 7.7         | 7        | 0.0  | 11,  | _             | 1.3       | -  | 4.1         |  | 2.9          |  | 3.0           |  | 2.6 | 12.0       |          |
| Class: Rural or Urban (R or U)  | ļ  | R            | <b>.</b> | R           |      | R             | ↓  | R           |  | R                 |       | ĸ           |          | R    |  | R             | R         |  | R           |  | R            |  | R             |  | R   | R          |          |
| Urban Area identification (name and code)                                       | <u> </u>   |              |          |             |      |               | <u> </u>   |             | ļ  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            | _        |
| Location: Existing, new or toll (E, N or T)                                     |  | N            |          | N           |      | И             |  | N           |  | N                 |       | N           |          | N    |  | N             | N         |  | N           |  | E            |  | Е             |  | E   | E          |          |
| Mileage increment: Code 1, 2, 3 or 4  | <u> </u>   | 1            |          | 1           |      | 1             |  | 1           |  | 1                 |       | 1           |          | 1    |  | 1             | 1         |  | 1           |  | 1            |  | 1             |  | 1   | 1          |          |
| No. Lanes to be constructed this estimate                                       |  | 4            |          | 4           |      | 4             |  | 2           |  | 2                 |       | 2           |          | 4    |  | 4             | 4         |  | 4           |  | 4            |  | 0             |  | 2   | 2          |          |
| No. Lanes to be improved this estimate  |  | 0            |          | 0           |      | 0             |  | 0           |  | 0                 |       | 0           |          | 0    |  | 0             | 0         |  | 0           |  | 0            |  | 0             |  | 0   | C          |          |
| No. through traffic lanes   |  | 4            |          | 4           |      | 4             |  | 4           |  | 4                 |       | 4           |          | 4    |  | 4             | 4         |  | 4           |  | 4            |  | 4             |  | 4   | 1          | +        |
| Status of improvement, October 31, 1969 (PR-511)                                | 4  | (a(1)        | 2b       | (2)n        | 2b   | (2 <b>)</b> n | 2a(  | 2)f         | 2a(2   | ?)f               | 2a(   | (2)f        | 4a(      | 1)   | 4a(  | 1)            | 4a(1)     | 48   | a(1)        | 4a   | (1)          | la(  | 1)f           | 2a(2   | 2)f | 2a(2)f     |          |
|   |  | 1-1-7        |          |             |      |               |  |             |  | -/                |       |             |          | , /  |  |               |           |  |             |  |              |  |               |  |     |            |          |
|   | 1  |              |          |             |      |               |  |             | ESTIMA   | תשים              | COSTS | (\$1        | 000)     | ΔND  | NIMBER   | OF.           | UNITS AND | STRII  | CTURE       | 'S   |              |  |               |  |     |            |          |
|   | 1  |              |          |             |      |               |  |             |  |                   | 00010 | , (41)      | 0007     | 2110 | MOMENTAL   | OI            | ONLID MID | DIIIO  | 01014       | 10   |              |  |               |  |     |            |          |
| Item No. From   |  |              |          |             |      |               |  | 1           | T  |                   |       |             |          |      |  |               |           |  | T           |  |              |  |               |  |     |            |          |
| Table C WORK CLASSIFICATION   | Unit   | Str          | Uni      | Str         | Unit | Str           | Unit   | Str         | Unit S   | Str               | Unit  | Str         | Unit     | Str  | Unit S   | tr            | Unit Str  | Unit   | Str         | Unit   | Str          | Unit   | Str           | Unit   | Str | Jnit St    | r        |
| 7. R.R. grade separation - Cost   | <del> </del>                                     | -            |          |             | -    | 1             |  | <del></del> | <del> </del>                                     |                   |       |             |          |      |  | _             |           |  | <u> </u>    |  | ·            |  |               | 1  |     |            |          |
| a. No. to be constructed  | -  |              | <u> </u> | <del></del> | -    | 1             |  | Т           | <del>                                     </del> |                   |       | <del></del> | 2        | 3    |  |               |           | <del>                                     </del> | Т           |  | 1            |  |               | <del>                                     </del> |     |            |          |
| Cost  | -  |              | _        |             |      | 1             |  |             |  |                   |       | L           | 26       |      | <del> </del>                                     |               |           |  | 1           | -  |              |  |               |  |     |            |          |
|   | ļ  |              |          | T           | ļ    | γ             |  | î           | <del>}</del>                                     |                   |       | -           | 20       | J4   | ļ  |               |           | ├  | <del></del> |  | <del></del>  | ļ  |               | <del>                                     </del> | ļ   |            |          |
| b. No. in service or authorized - to be improved                                | <del>                                     </del> | 1            |          | ٠           |      | L             | <del>                                     </del> | <u> </u>    | -  |                   |       | l           |          |      |  |               |           | -  |             | ļ  | L            | ļ  |               |  |     |            |          |
| Cost  | ļ  | <del>,</del> |          | 1           | ļ    | ,             | <u> </u>   |             | ļ  | $\longrightarrow$ |       |             |          |      | <del>                                     </del> |               |           | ├  | <del></del> |  | 1            |  |               | ļ.,  |     |            |          |
| c. No. in service - cost = zero   | <u> </u>   | 1            |          |             |      |               | <u> </u>   | ļ           | <del>                                     </del> | ļ                 |       |             |          |      |  |               |           | ļ  | ↓           | <b> </b>   | ↓            | 1  | 2             |  | !   |            |          |
| d. No. in authorized status - cost = zero                                       |  |              |          |             |      |               |  |             |  |                   |       |             |          |      |  | $\dashv$      |           |  |             |  | 1            |  |               |  |     |            |          |
| 8. <u>Highway grade separations without ramps - Cost</u>                        |  |              |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               | <u> </u>   |     |            |          |
| a. No. to be constructed  | 1  | 2            |          |             |      |               |  | <u> </u>    |  |                   |       |             | 2        | 3    |  |               | 1   1     |  |             | 1  | 2            |  |               |  |     |            |          |
| Cost  |  | 107          |          |             |      |               | 1  |             |  |                   |       |             | 27       | 75   |  |               | 108       |  |             |  | 89           |  | ·             |  |     |            |          |
| b. No. in service or authorized - to be improved                                | -  |              |          |             |      |               |  |             |  | 1                 | 1     | 1           |          |      |  | Ĭ             |           |  |             |  |              |  |               |  |     |            |          |
| Cost  |  |              |          |             |      |               | Ì  |             |  | Ī                 |       | 33          |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| c. No. in service - cost = zero   |  |              |          |             |      |               | i  |             |  |                   |       |             |          |      |  |               |           |  |             | 1  |              | •  |               |  |     |            |          |
| d. No. in authorized status - cost = zero                                       | _  |              |          | 1           |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| 9. Interchanges - Cost  |  | -            |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               | 1  |     |            |          |
| a. No. to be constructed  | 1  | 1            | 7        | 2           | 2    | 2             |  |             | † <u>-</u>                                       |                   |       |             | 2        | 2    | 2  | 2             | 1         | 1  | 1           |  |              | <b></b>  |               |  |     |            |          |
| Cost  | <del> </del> -                                   | <b>1</b> 73  |          | L20         |      | 253           | -  | 1           | <del> </del>                                     | ┈╢                |       |             |          | 54   | 24   |               |           | 1  | 111         |  |              |  |               |  |     |            | _        |
| b. No. in service or authorized - to be improved                                | -  | † ( )        | <u> </u> | 120         |      | ())           |  | 1           | <del>                                     </del> |                   | 7     | 7           | 41       | J4   | 24   | ~             |           |  | 1           | <del>                                     </del> | <del> </del> | <del>                                     </del> | $\overline{}$ |  |     | 2 3        |          |
| Cost Cost   |  | 1            |          |             |      | L             |  |             | <del> </del>                                     | -                 |       | 39          |          |      | 1  | -             |           | -  | 1           | <del> </del>                                     |              |  | L             |  |     | 89         |          |
|   | <del> </del>                                     | +            |          |             |      | 1             |  |             | <del>                                     </del> |                   |       | ンフ          |          |      |  |               | 1         | _  |             | <del> </del>                                     | 1            | 1  | 1 1           | -  |     | 07         |          |
| c. No. in service - cost = zero   |  |              |          |             |      |               |  | -           |  |                   |       |             |          |      |  |               |           |  | +           |  | -            |  | Τ             |  |     |            |          |
| d. No. in authorized status - cost = zero  10. Other bridges and tunnels - Cost | -  |              |          |             |      | [             |  | 1           |  | _                 |       |             |          |      |  |               | <u> </u>  | -  |             |  | 1            |  |               |  |     |            | _        |
|   |  |              |          |             |      |               |  |             | 1  | $\longrightarrow$ |       |             |          |      | 1  |               |           | -  | 1 0         | -  |              | -  |               | -  |     |            | _        |
| a. No. to be constructed  |  |              |          | L           | 1    | 2             |  |             |  |                   |       |             | 1        | 3    |  | 2             |           | 1  | 2           |  | 1            | -  |               |  |     |            |          |
| Cost  |  |              |          |             |      | 198           |  | _           |  |                   |       |             | 3        | 38   | 8  | 0             |           |  | 670         |  | 1            |  |               | -  |     |            |          |
| b. No. in service or authorized - to be improved                                |  | 1            |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           | -  |             | -  |              |  |               |  |     |            |          |
| Cost  |  | ,            |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              | L  |               |  |     |            |          |
| c. No. in service - cost = zero   |  |              |          |             |      |               |  | 1           |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| d. No. in authorized status - cost = zero                                       |  |              |          |             |      |               |  |             |  |                   |       |             | 1        |      |  |               |           | 1  |             |  | 1            |  | _             | ļ  |     |            |          |
|   |  |              |          |             |      |               |  | •           |  |                   |       |             |          |      |  |               |           |  |             | •  |              |  |               |  |     |            |          |
|   |  |              |          |             |      |               |  |             | ES   | STIM              | ATED  | COSTS       | \$ (\$1, | 000) | AND NU   | MBE:          | R OF REST | AREA   | S           |  |              |  |               |  |     |            |          |
| 13c. Rest Areas - Cost  |  |              |          |             |      |               |  |             |  |                   | -     |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| a. No. to be constructed  |  |              |          |             |      | 5             |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| Cost  |  |              |          |             | 17   |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  | -            |  |               | <u> </u>   |     |            |          |
| b. No. in service or authorized - to be improved                                | -  |              |          |             | 1/   |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |
| Cost  | -  |              |          | -           |      |               | -  |             |  |                   |       |             |          |      |  |               |           | 1  |             | 1  |              | -  |               |  |     |            |          |
|   | -  |              |          |             |      |               |  |             | -  |                   |       |             |          |      |  | $\rightarrow$ |           |  |             |  |              | +  |               | -  |     |            |          |
| c. No. in service - cost = zero   |  |              |          |             |      |               |  |             |  |                   |       |             |          |      |  | -             |           | -  |             |  |              | -  |               | -  |     |            |          |
| 71 DIO 300 0114 Danagara J. L. L  |  |              |          |             |      |               |  |             |  |                   |       |             |          |      |  |               |           |  |             |  |              |  |               |  |     |            |          |

INTERSTATE ROUTE NO. 15
Sheet 8 of 8 Sheets

|  |      |        |  |     |          |     |             |               | E         | ESTIMATE SECTION & FINANCE CODE                  |             |  |               |           |                  |          |               |         |      |      | SUE | BTOTAT |     |          |                   |          |
|--|------|--------|--|-----|----------|-----|-------------|---------------|-----------|--|-------------|--|---------------|-----------|------------------|----------|---------------|---------|------|------|-----|--------|-----|----------|-------------------|----------|
|  | I7   |        | 18.  | 1   | I8.2     |     | I9          | I1            | 0         |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          | T                 | OTAL FOR |
| ITEM   | I8.  | 1      | I8.  | 2   | I9.2     |     | 110         | ii            | ĩ         |  |             |  |               |           |                  |          |               |         |      |      |     | RURAI  |     | URBA     |                   | ROUTE    |
|  |      | 22     |  | 22  |          | 22  | 22          | _             | 22        |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| Section length, miles (0.1)                              |      | 9.2    |  | 4.2 |          | 3.3 | 0.9         |               | 0.3       |  |             |  |               |           |                  |          |               |         |      |      |     | 386    | 5.4 |          | 9.0               | 395.4    |
| Class: Rural or Urban (R or U)                           |      | R.     |  | R   |          | R   |             | {             | R         |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   | 77,17    |
| Urban Area identification (name and code)                |      | 10     |  | 16  |          |     | 1           |               |           |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| Location: Existing, new or toll (E, N or T)              | _    | E      |  | E   |          | E   | F           | 2             | E         |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          | $\overline{}$     |          |
| Mileage increment: Code 1, 2, 3 or 4                     |      | 1      |  | 1   | -        | 1   | 1           |               | 1         |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   | -        |
| No. Lanes to be constructed this estimate                |      |        |  | 2   | -        | 2   | (           | 5             | 0         | 1  |             |  | $\neg$        |           | -                |          | $\rightarrow$ |         |      |      |     |        |     |          |                   |          |
| No. Lanes to be improved this estimate                   |      | 0      |  | Õ   |          | 0   |             | 5             | 0         | 1  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| No. through traffic lanes                                |      | 1.     |  | 4   |          | 1.  |             | · ·           | 4         |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| Status of improvement, October 31, 1969 (PR-511)         | 1.   | a(1)   | 2a'(   | 2)f | 2a(      | 2)f | la(1)1      | 7 1           | a(1)f     |  |             |  | _             |           | _                |          | _             |         |      |      |     |        |     |          |                   |          |
| Status of Improvement, october 11, 1909 (111-711)        |      | α(1)   | <u>, , , , , , , , , , , , , , , , , , , </u>    | 2/1 | 2011     | ~/- | 10(1)       |               | u(1)1     | <u> </u>   |             | ·  |               | -         |                  |          |               |         |      | -    |     |        |     |          |                   |          |
|  |      |        |  |     |          |     |             | Tr CVT T      | רומיתיאות | COCT   | c /e1       | ,000) A  | MT CTM        | מים כועוד | OF 1             | DITTO    | AND           | COLDITO | സസസം | o o  |     |        |     |          |                   |          |
|  |      |        |  |     |          |     |             | EOI 1         | TAINT ED  | COST   | o (ΦΙ,      | ,000) A  | או מאד        | UNDER     | Or (             | NTI2     | AND           | SIRUU   | TURE | 5    |     |        |     |          |                   |          |
| Item No. From  |      |        |  |     |          |     |             |               |           |  | 1           | I  |               |           | T                |          |               |         |      |      |     | Т      |     |          |                   |          |
| Table C WORK CLASSIFICATION                              | Unit | Str    | Unit   | Str | Unit S   | Str | Unit St     | tr Uni        | t Str     | Unit   | Str         | Unit   | Strl          | Unit S    | Str              | Unit     | Str           | Unit    | Str  | Unit | Str | Unit   | Str | Unit     | Str               | Unit Str |
| 7. R.R. grade separation - Cost                          |      |        |  |     | 1        |     |             |               |           |  |             |  |               |           |                  |          | -             |         |      |      |     |        |     |          |                   |          |
| a. No. to be constructed                                 |      | r      |  |     |          |     |             |               | 1         | <b>—</b>   | 1           |  |               |           | _                |          |               |         |      |      |     | 8      | 13  |          |                   | 8 13     |
| Cost   |      | L      |  |     |          |     |             |               |           |  | 1           | <del></del>                                      | -             |           | -                |          |               | l       |      |      |     |        | 764 |          |                   | 4764     |
| b. No. in service or authorized - to be improved         |      |        | 1  | 2   | T        |     | 1           |               |           | -  | 1           | -  |               |           | -                |          |               | 3       |      |      |     | 4      | 8   | 1        |                   | 1        |
| Cost   |      | 1      |  | 44  |          |     |             |               |           | -  | 1           | <del>                                     </del> |               |           |                  |          |               |         |      | 1    |     |        | 655 |          |                   | 655      |
| c. No. in service - cost = zero                          |      |        | <del>                                     </del> | 44  |          |     |             | _             |           | -  | 1           |  | -             |           | -                |          |               |         |      |      |     | 9      | 18  | 1        |                   | 10 20    |
| d. No. in authorized status - cost = zero                | -    |        |  | -   | -        |     | <del></del> | -             |           | <del> </del>                                     | +           |  |               | -+        |                  |          |               |         |      |      |     | 9-     | 18  |          | 2                 | 10 20    |
|  |      |        |  |     | -        |     |             | _             | 1         | -  | 1           | 1  |               |           | -                |          | -             |         |      |      |     |        |     |          | $\longrightarrow$ |          |
| 8. <u>Highway grade separations without ramps - Cost</u> |      |        | -  |     |          |     |             |               |           | <del>                                     </del> | 1           | <del> </del>                                     |               |           |                  |          |               |         |      |      |     | 0.1    | 20  | <b></b>  |                   | 01 1 20  |
| a. No. to be constructed                                 | 2    | 2      |  |     |          |     |             | -             |           | <del> </del>                                     |             | <del>    -   -   -   -   -   -   -   -  </del>   |               |           | -                |          |               |         |      |      |     | 24     |     | $\vdash$ |                   | 24 39    |
| Cost   |      | 179    |  |     | <u> </u> |     |             |               | 1         | 1  | 1           | ╂╼╼╌╂╼   |               |           |                  | -        |               |         |      |      | -   | ~ ~    | 534 | <b></b>  |                   | 2534     |
| b. No. in service or authorized - to be improved         |      |        |  |     |          |     |             |               |           | <del> </del>                                     |             | 1  |               |           |                  |          |               |         |      |      |     | 2      | 8   |          |                   | 5 8      |
| Cost   |      |        |  |     |          |     |             |               |           | <u> </u>   | <del></del> | 1  |               |           | — <del> </del> - |          |               |         |      |      |     |        | 219 |          |                   | 219      |
| c. No. in service - cost = zero                          |      |        |  |     |          | -   |             | _             | -         | -  |             |  |               |           |                  |          |               |         |      |      |     | 8      | 15  | 8        | 9                 | 16 24    |
| c. No. in authorized status - cost = zero                |      | $\Box$ | $\vdash$   |     |          |     |             | $\rightarrow$ |           | -  | <u> </u>    |  | $\rightarrow$ |           | -                |          |               |         |      |      |     | 2      | 2   | igwdown  |                   | 2 2      |
| 9. Interchanges - Cost                                   |      |        |  |     |          |     |             | _             |           | <b>├</b>   | 1           |  | _             |           |                  |          |               | -       |      |      |     | 0/ 1   |     |          |                   | 04 07    |
| a. No. to be constructed                                 | 1    | 1      |  | L   |          |     |             |               |           | ļ  | <u></u>     |  | $\rightarrow$ |           | _                |          |               |         |      |      |     | 26     | 37  |          | <u> </u>          | 26 37    |
| Cost   |      | 101    | <b></b> ,  |     |          |     |             |               |           | ļ  | ,           |  |               |           |                  |          |               |         |      |      |     |        | 692 | <b></b>  |                   | 3692     |
| b. No. in service or authorized - to be improved         |      |        | 1 1  | 2   | -5-      | 1   |             |               |           | -  | <u> </u>    |  | $\rightarrow$ |           |                  |          |               |         |      |      |     | 12     | 21  | igwdows  |                   | 12 21    |
| Cost   |      |        | <b>—</b> —                                       | 79  | (        | 93  |             |               |           | _  |             |  | _             |           |                  |          |               | -       |      |      |     |        | 675 |          |                   | 675      |
| c. No. in service - cost = zero                          |      |        |  |     |          |     |             | 1             | 1         |  |             |  |               |           |                  | <u> </u> |               |         |      |      |     | 19     |     | 7        | 11                | 26 39    |
| d. No. in authorized status - cost = zero                |      |        |  |     |          |     |             |               |           |  |             |  |               | 1         |                  |          |               |         |      |      |     | 5      | 9   |          |                   | 5 9      |
| 10. Other bridges and tunnels - Cost                     |      |        |  |     |          |     |             |               |           |  |             | 1  | $\rightarrow$ | ,         |                  |          |               |         |      |      |     |        |     |          |                   |          |
| a. No. to be constructed                                 |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     | 19     | 32  |          |                   | 19 32    |
| Cost   |      |        |  |     |          |     |             |               | -         | -  |             |  |               |           |                  | 1        |               |         |      |      |     | 4      | 326 |          |                   | 4326     |
| b. No. in service or authorized - to be improved         |      |        |  |     |          |     |             | -             |           | -  |             |  |               |           |                  |          |               |         |      |      |     | 6      | 14  | -        |                   | 6 1 14   |
| Cost   |      |        |  |     |          |     | -           | -             | -         |  |             |  |               |           |                  |          |               |         |      |      |     |        | 870 |          |                   | 870      |
| c. No. in service - cost = zero                          |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     | 8      | 14  | 1        | 2                 | 9 16     |
| d. No. in authorized status - cost = zero                |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     | 8      | 16  |          |                   | 8 16     |
|  |      |        |  |     |          |     |             |               |           |  | 000         | . /  |               | 43.00     |                  |          |               | 4==-    |      |      |     |        |     |          |                   |          |
|  |      |        |  |     |          |     |             |               | ESTIN     | IAT ED   | COSTS       | \$ (\$1,0  | 000)          | AND N     | JMBEF            | R OF B   | ŒST           | AREAS   | 5    |      |     |        |     |          |                   |          |
| .3c. Rest Areas - Cost                                   |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| a. No. to be constructed                                 |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     | 9      |     |          |                   | 9        |
| Cost   |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     | 804    | -   |          |                   | 804      |
| b. No, in service or authorized - to be improved         |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| Cost   |      |        |  |     |          |     |             |               |           |  |             |  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |
| c. No. in service - cost = zero                          |      |        |  |     |          |     |             |               | 1         |  |             |  |               |           |                  |          |               |         |      |      |     | 2      | >   |          |                   | 2        |
| d. No. in authorized status - cost = zero                |      |        |  |     |          |     |             |               | 7         |  |             |  |               |           |                  |          |               |         |      |      |     | 3      | Ÿ   |          |                   | 8        |
| The Manuel Land Sharing - 6086 - Neto                    |      |        |  |     |          |     |             |               |           |  |             | ,  |               |           |                  |          |               |         |      |      |     |        |     |          |                   |          |

STATE \_\_\_\_MONTANA

State Highway Engineer
Title

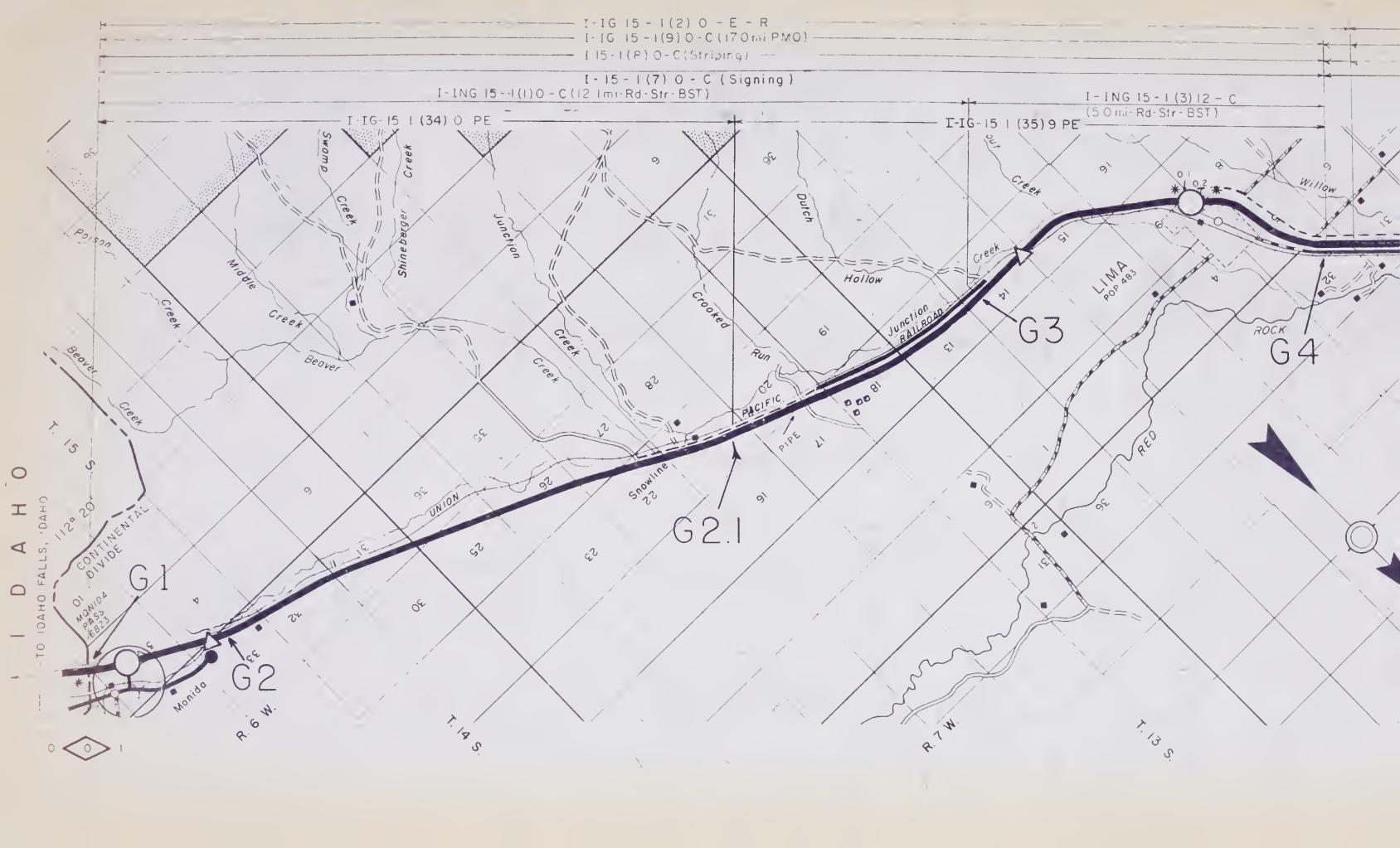
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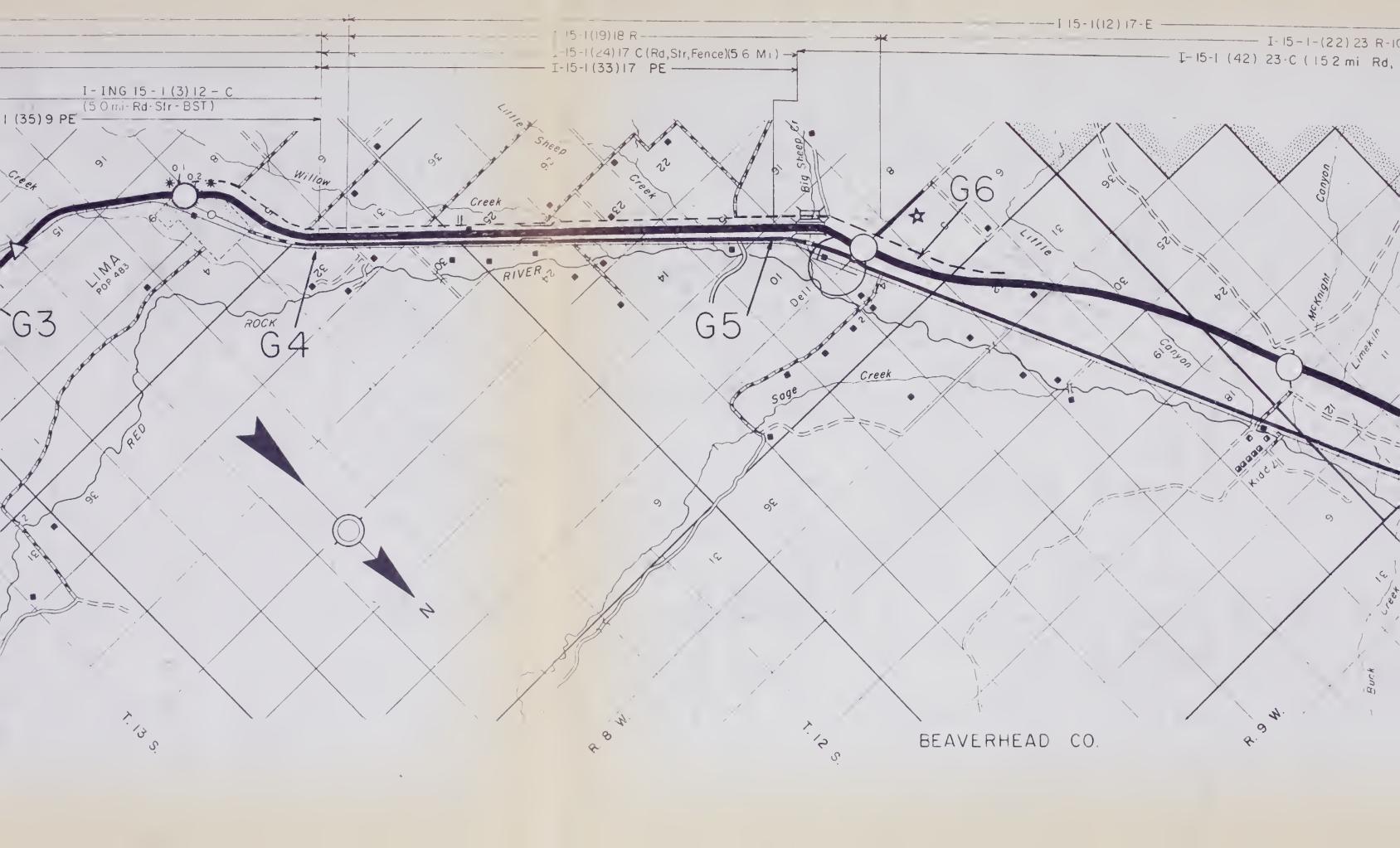
Haltewort Division Engineer
BPR: Name Title

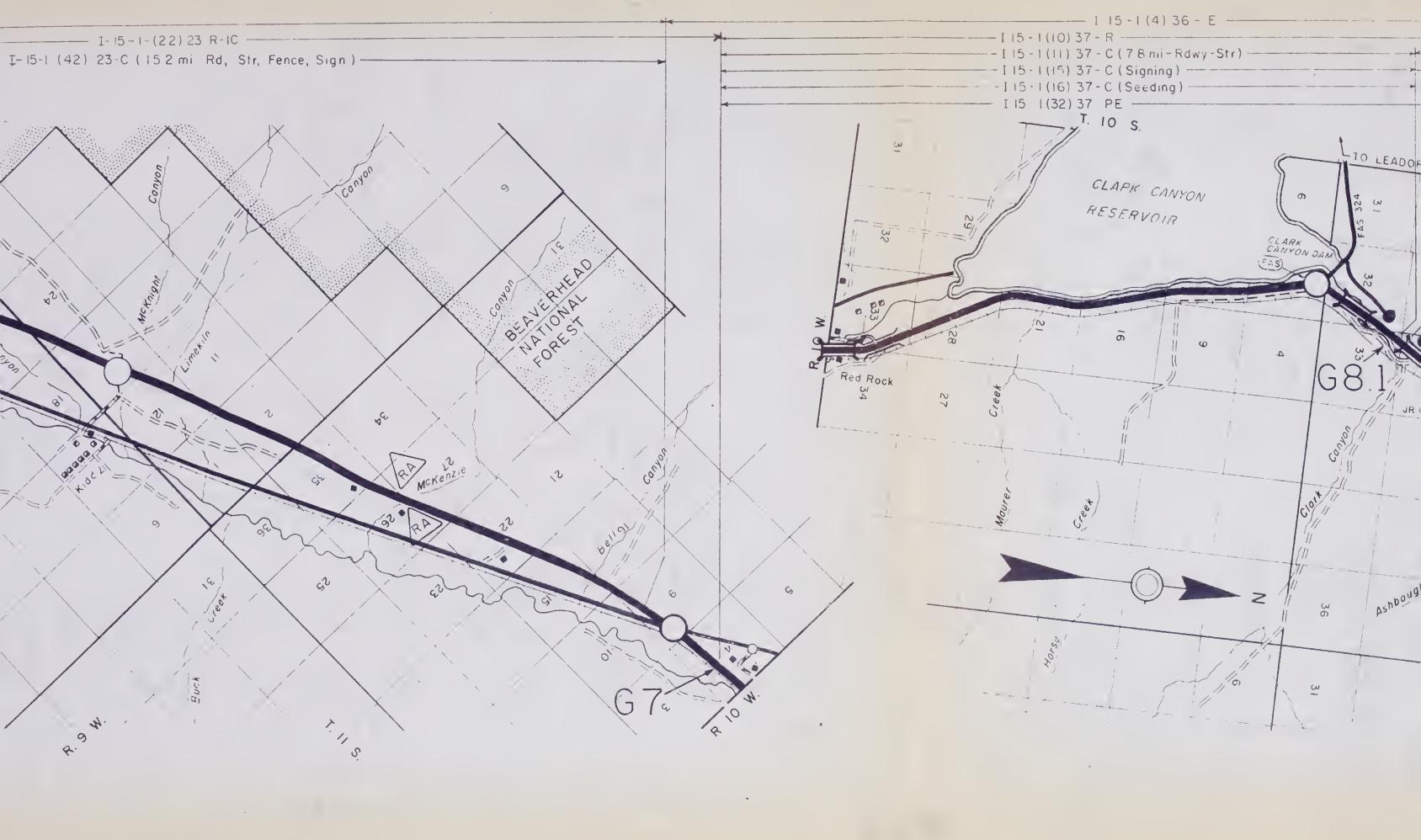
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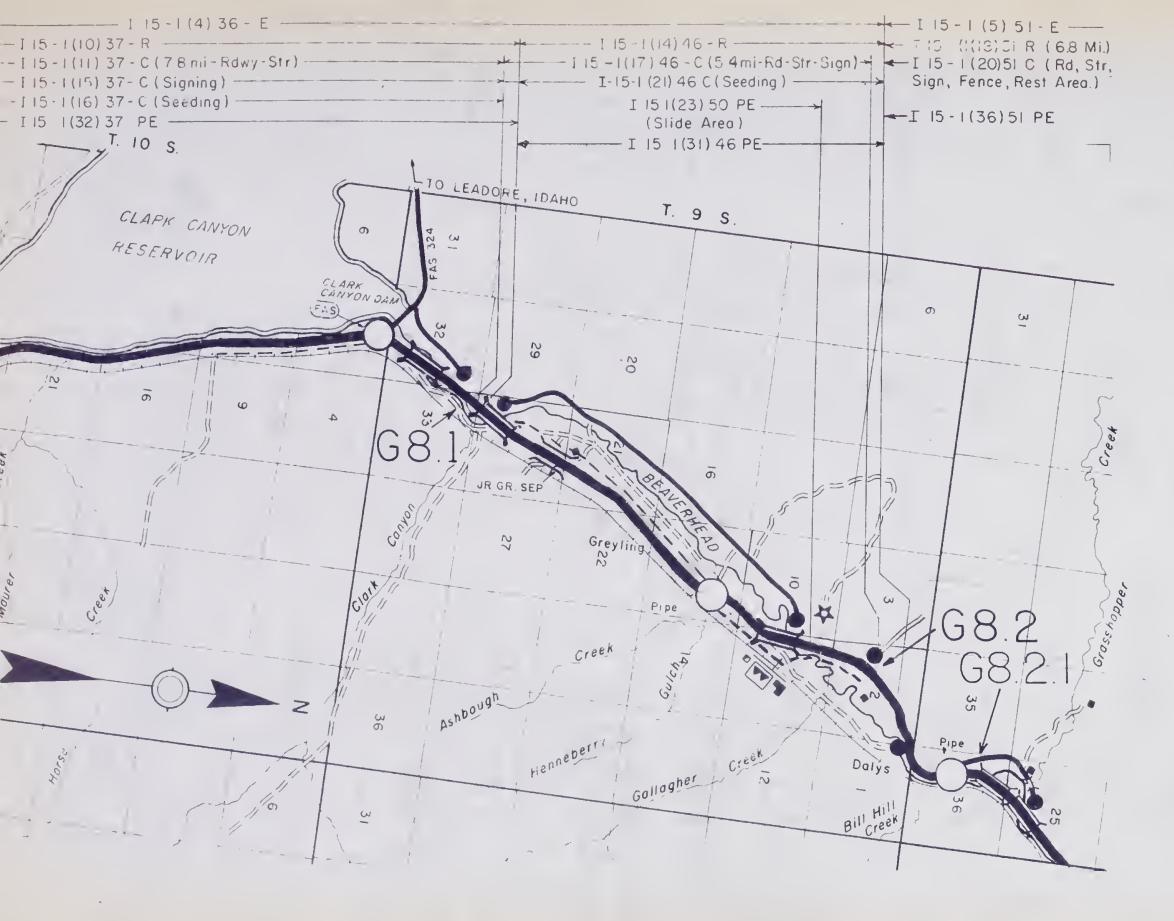
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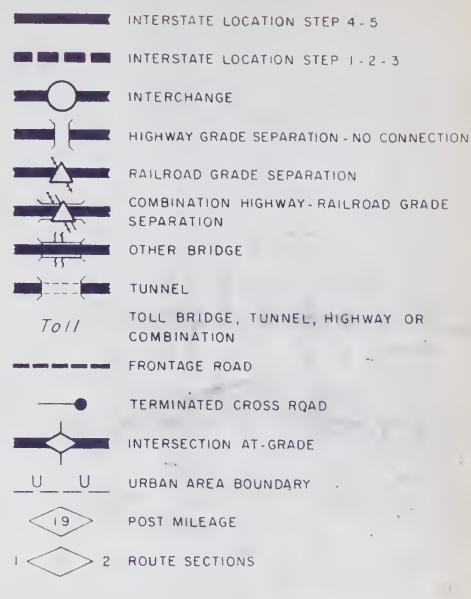


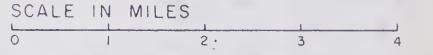






#### LEGEND FOR INTERSTATE ROUTES



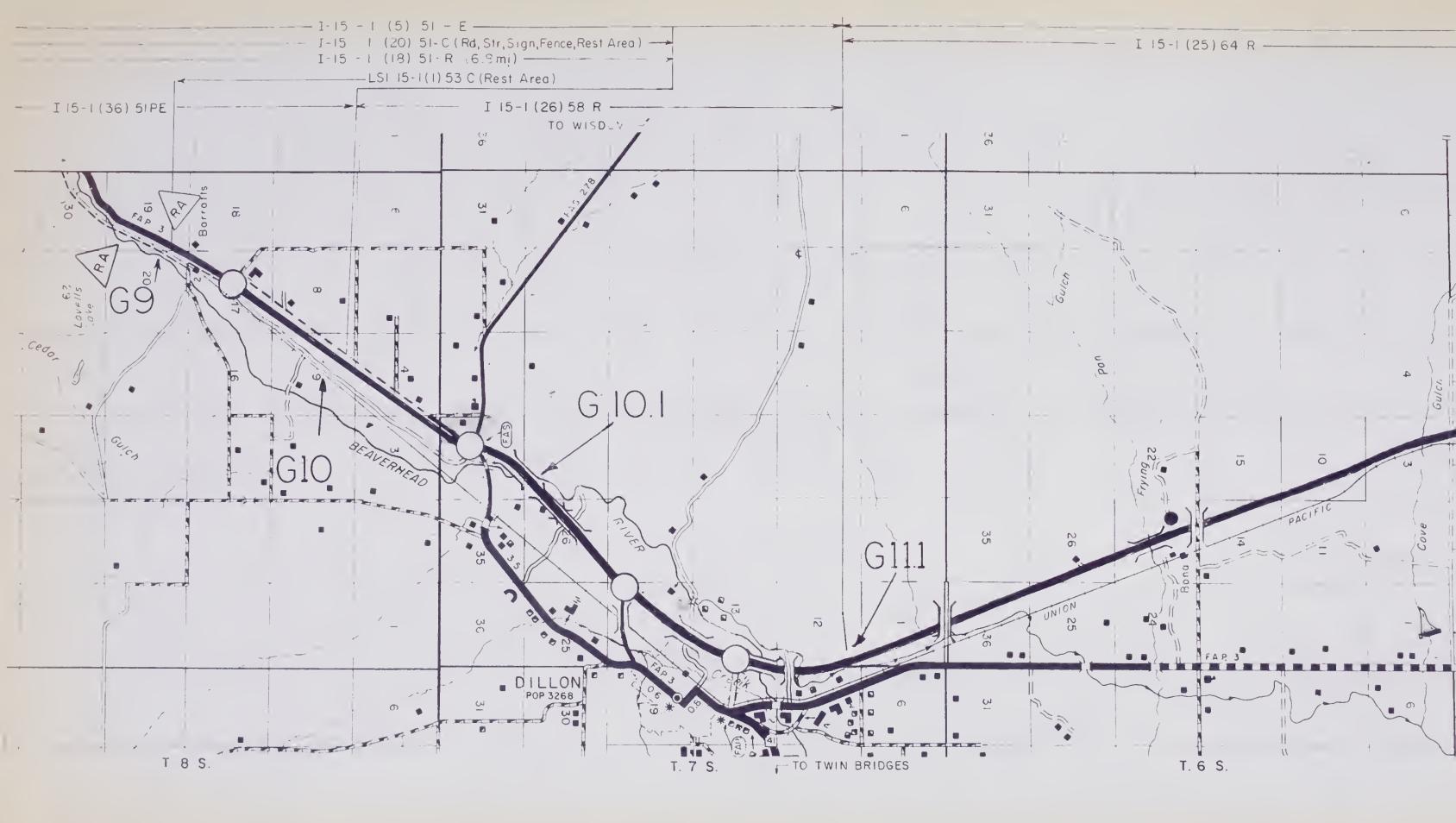


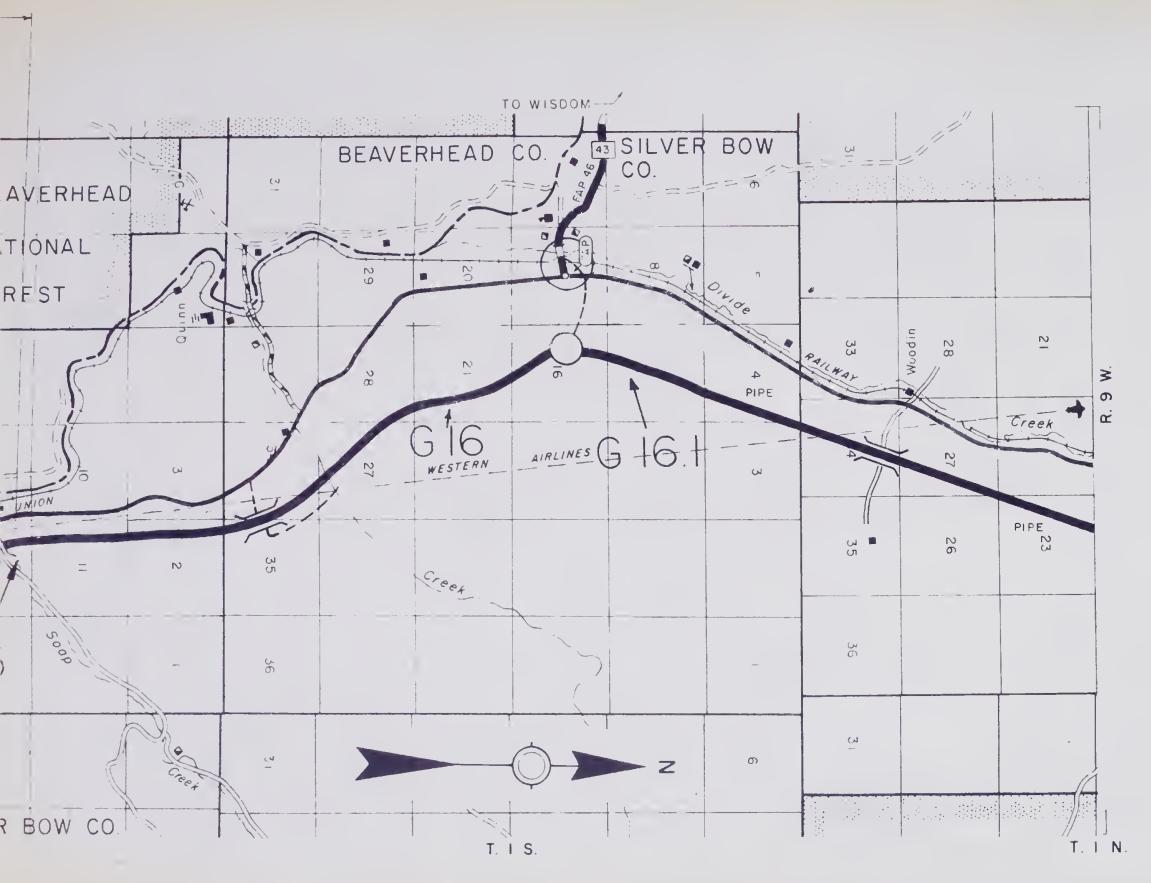
## MONTANA

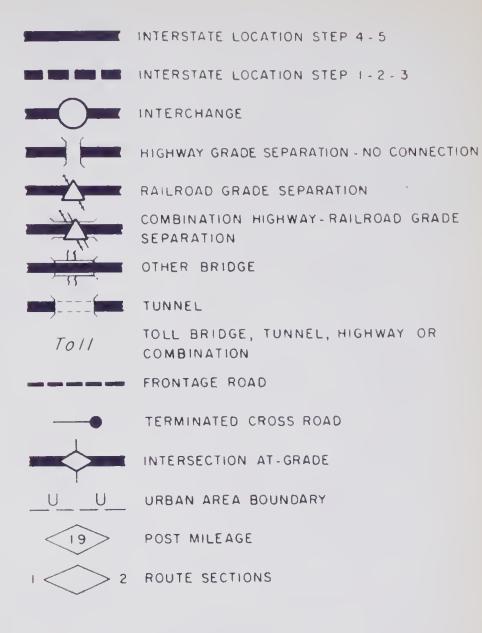
INTERSTATE ROUTE 15

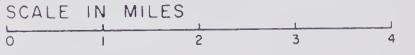
Sheet I of 8

Date October 31, 1969





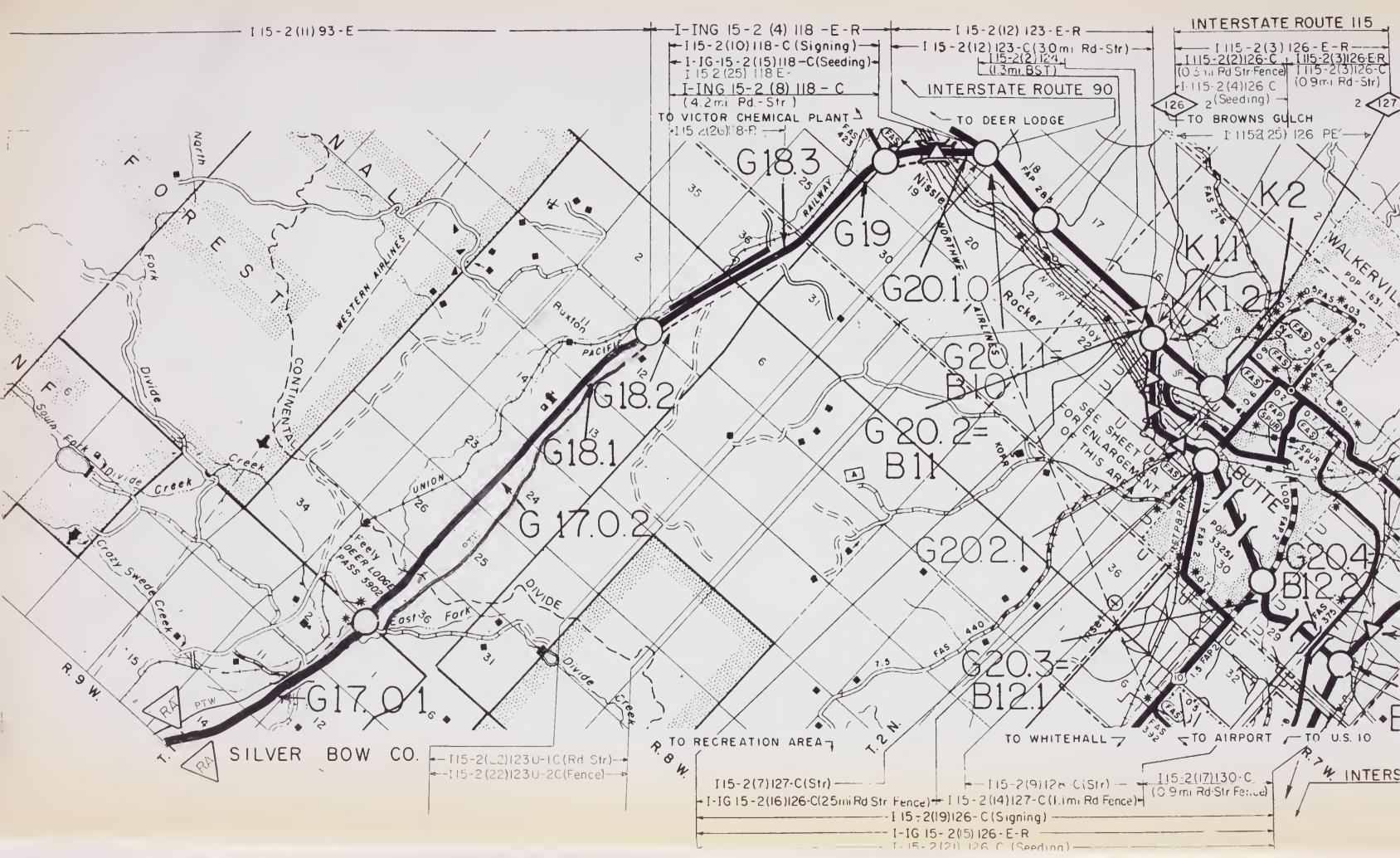


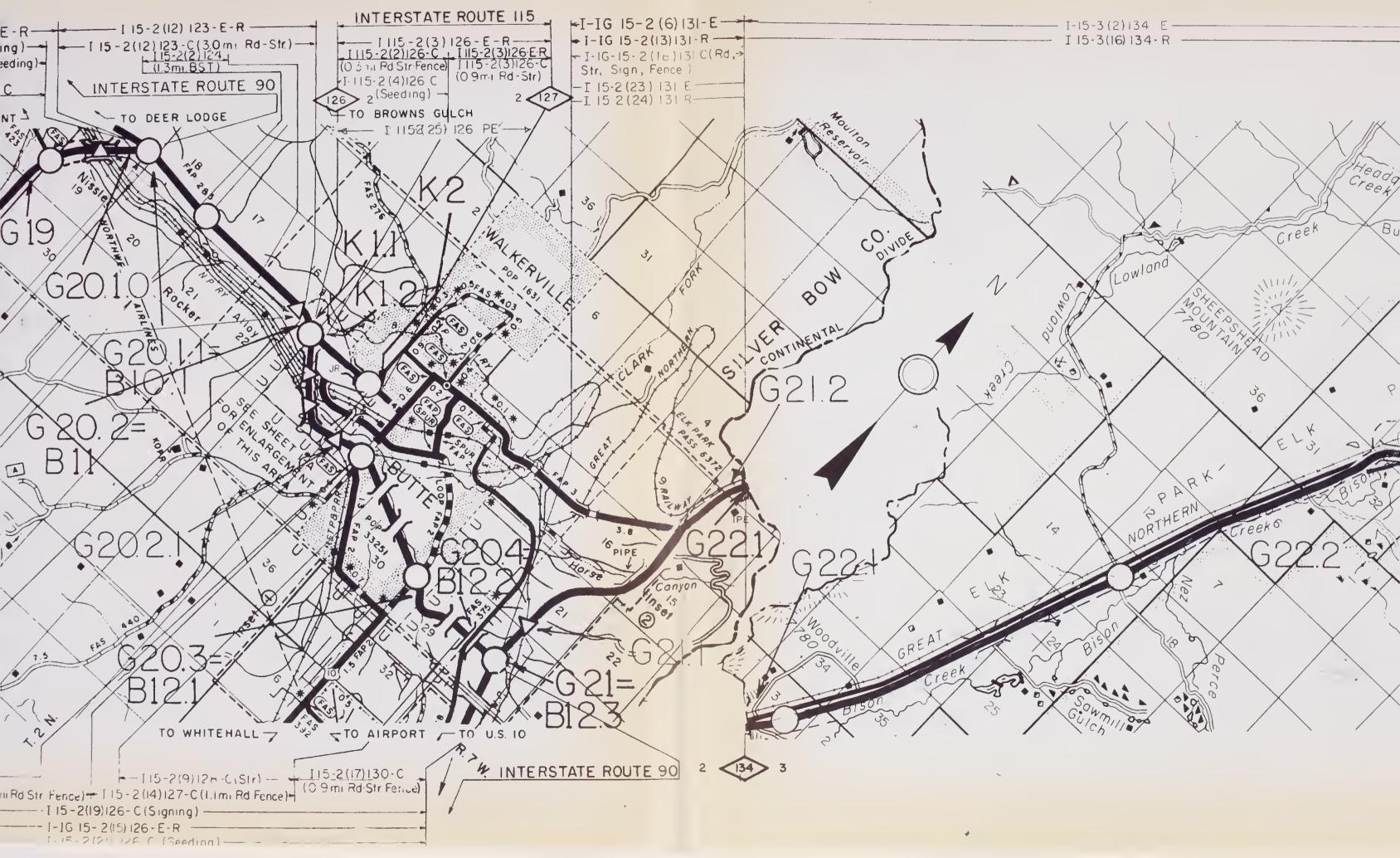


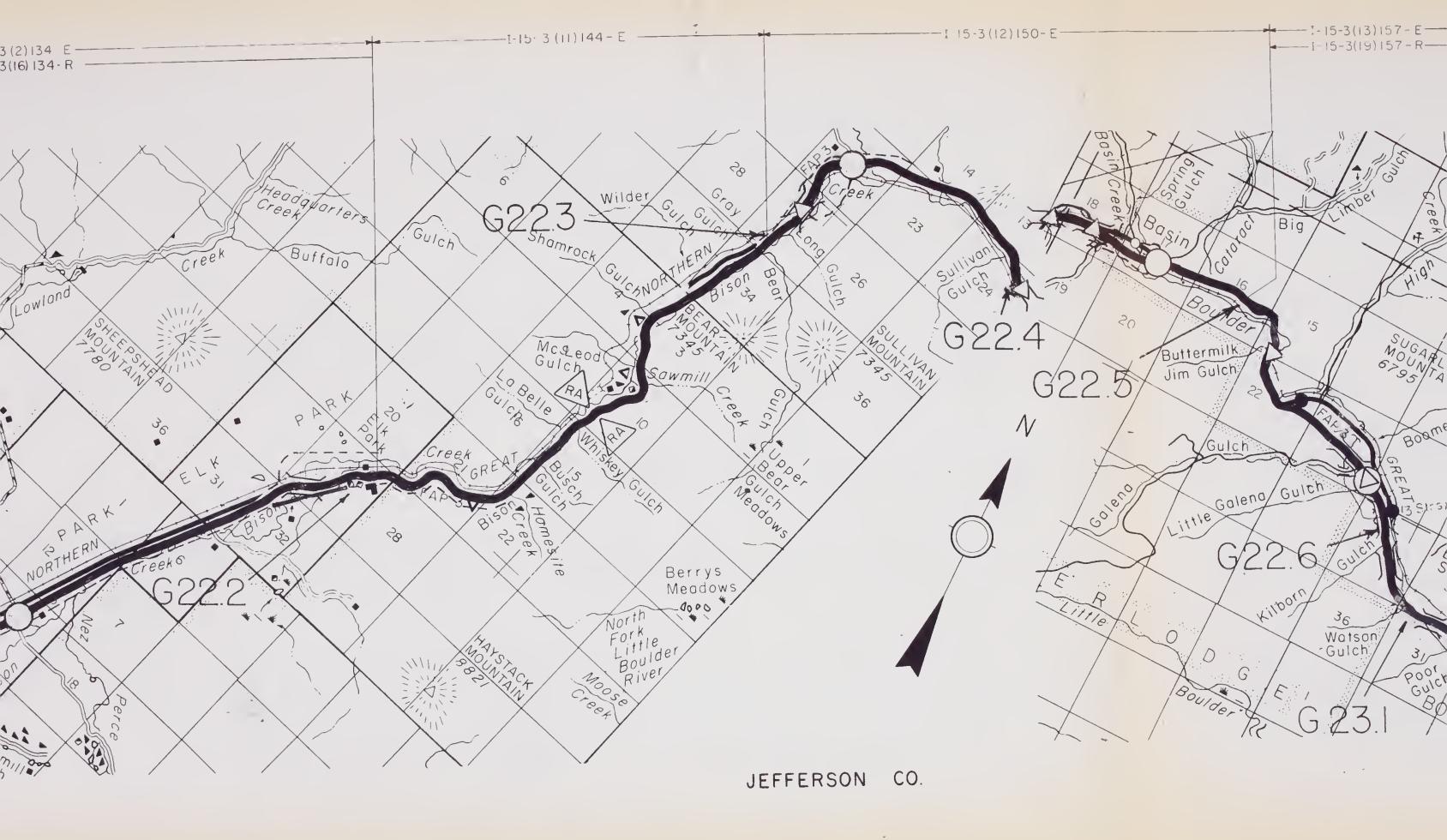
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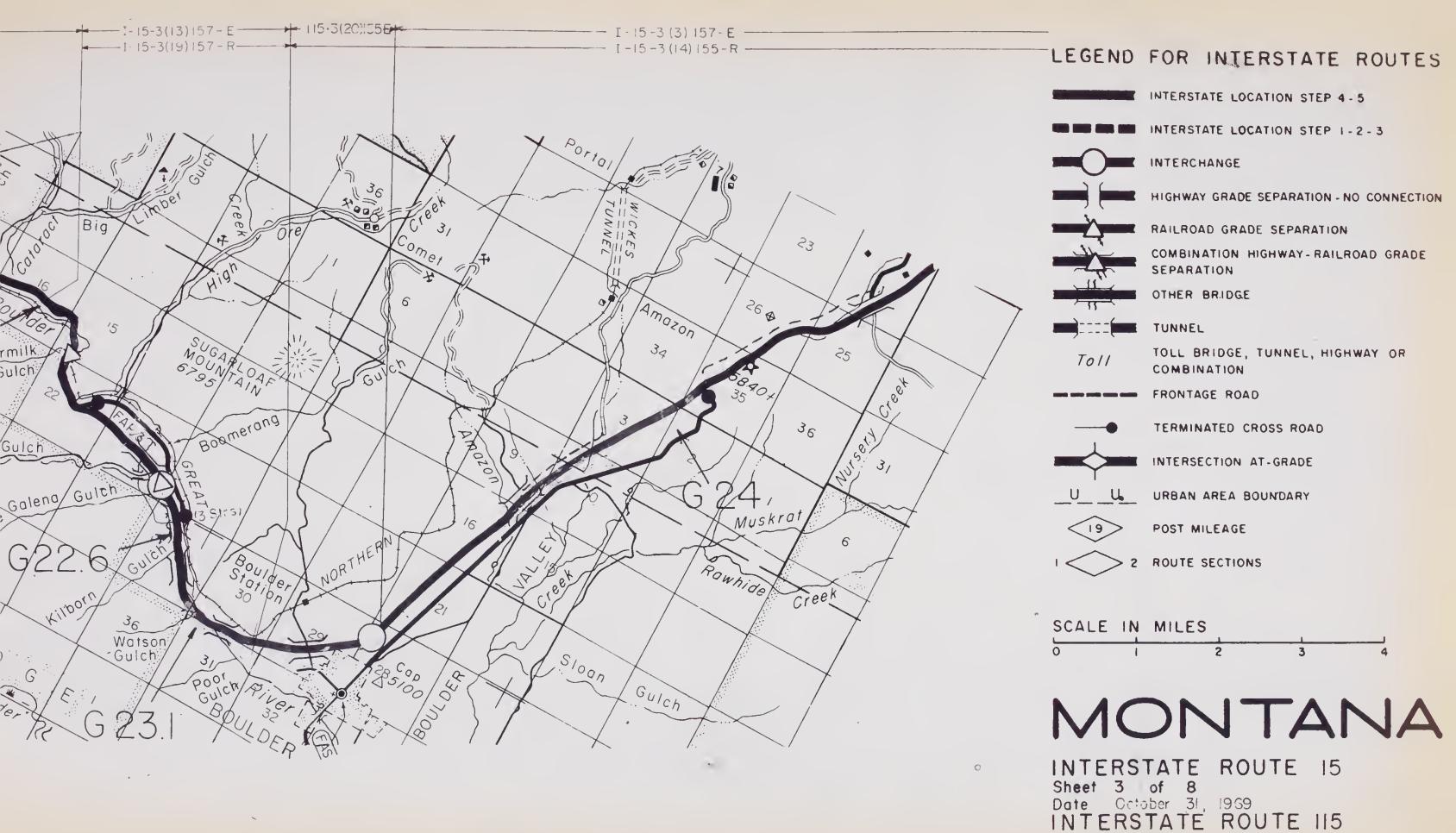
INTERSTATE ROUTE 15

Sheet 2 of 8

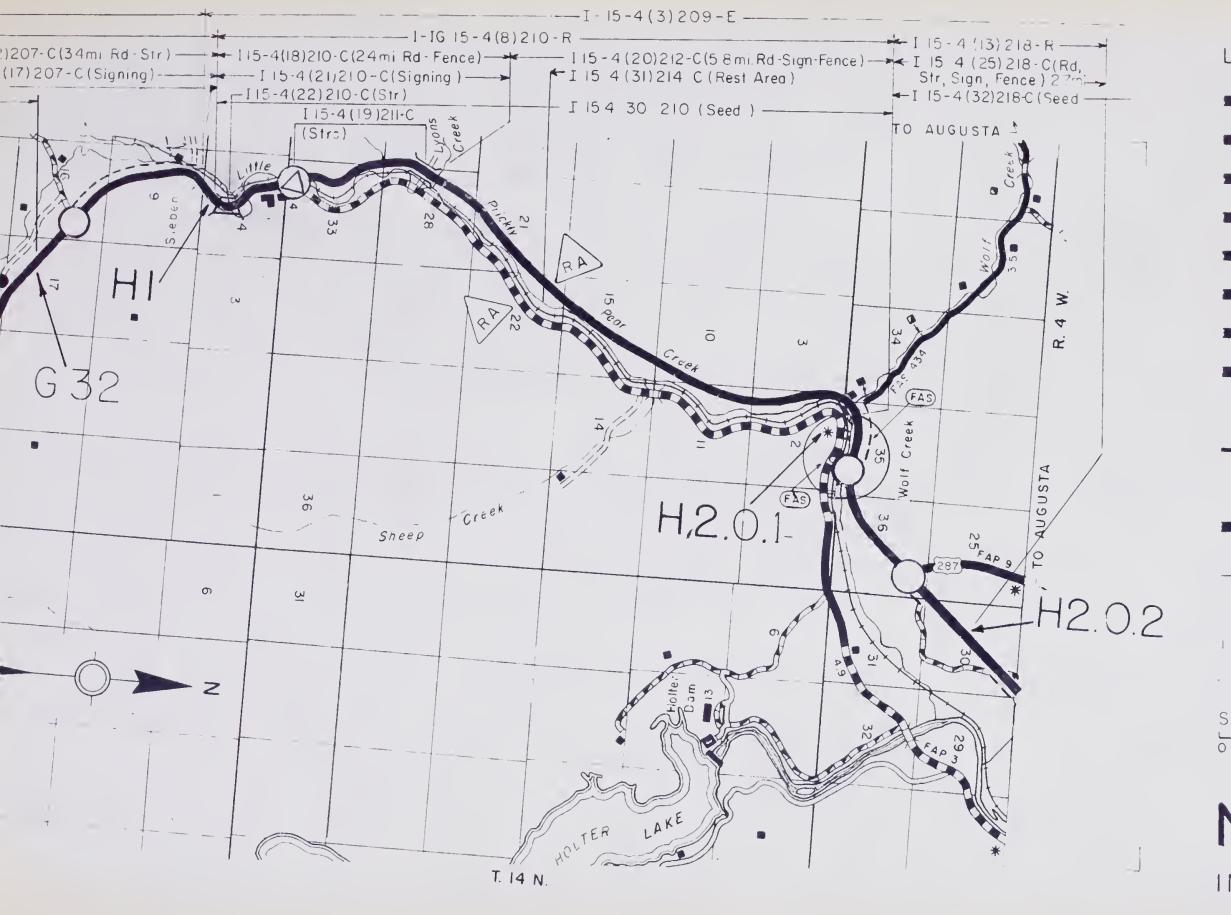








(COMPLETE ROUTE ON THIS SHEET.)



INTERSTATE LOCATION STEP 4 - 5

INTERSTATE LOCATION STEP 1-2-3

INTERCHANGE

HIGHWAY GRADE SEPARATION - NO CONNECTION

RAILROAD GRADE SEPARATION

COMBINATION HIGHWAY - RAILROAD GRADE

SEPARATION

OTHER BRIDGE

TUNNEL

TOLL BRIDGE, TUNNEL, HIGHWAY OR

COMBINATION

FRONTAGE ROAD

TERMINATED CROSS ROAD

INTERSECTION AT-GRADE

URBAN AREA BOUNDARY

POST MILEAGE

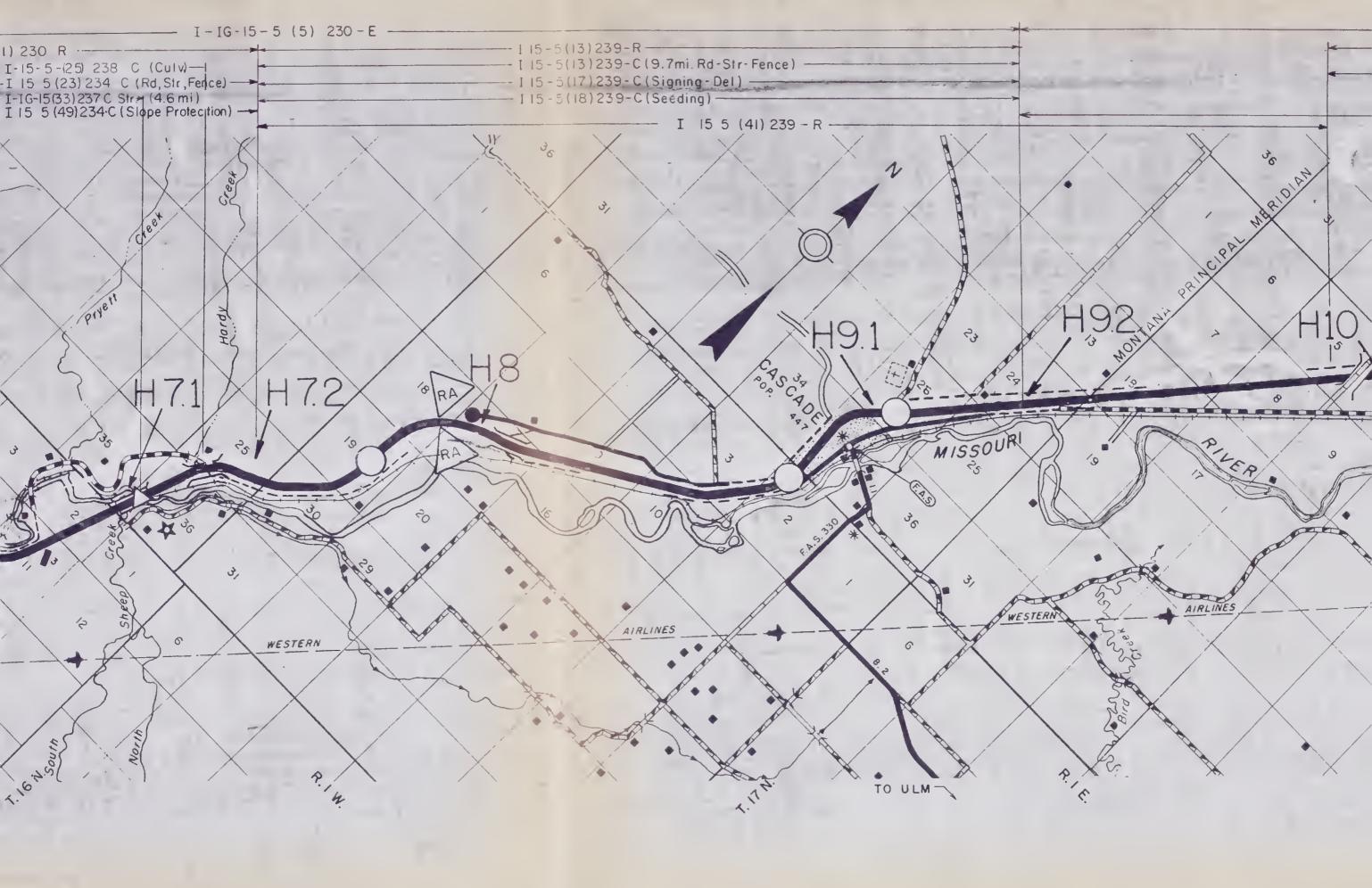
ROUTE SECTIONS

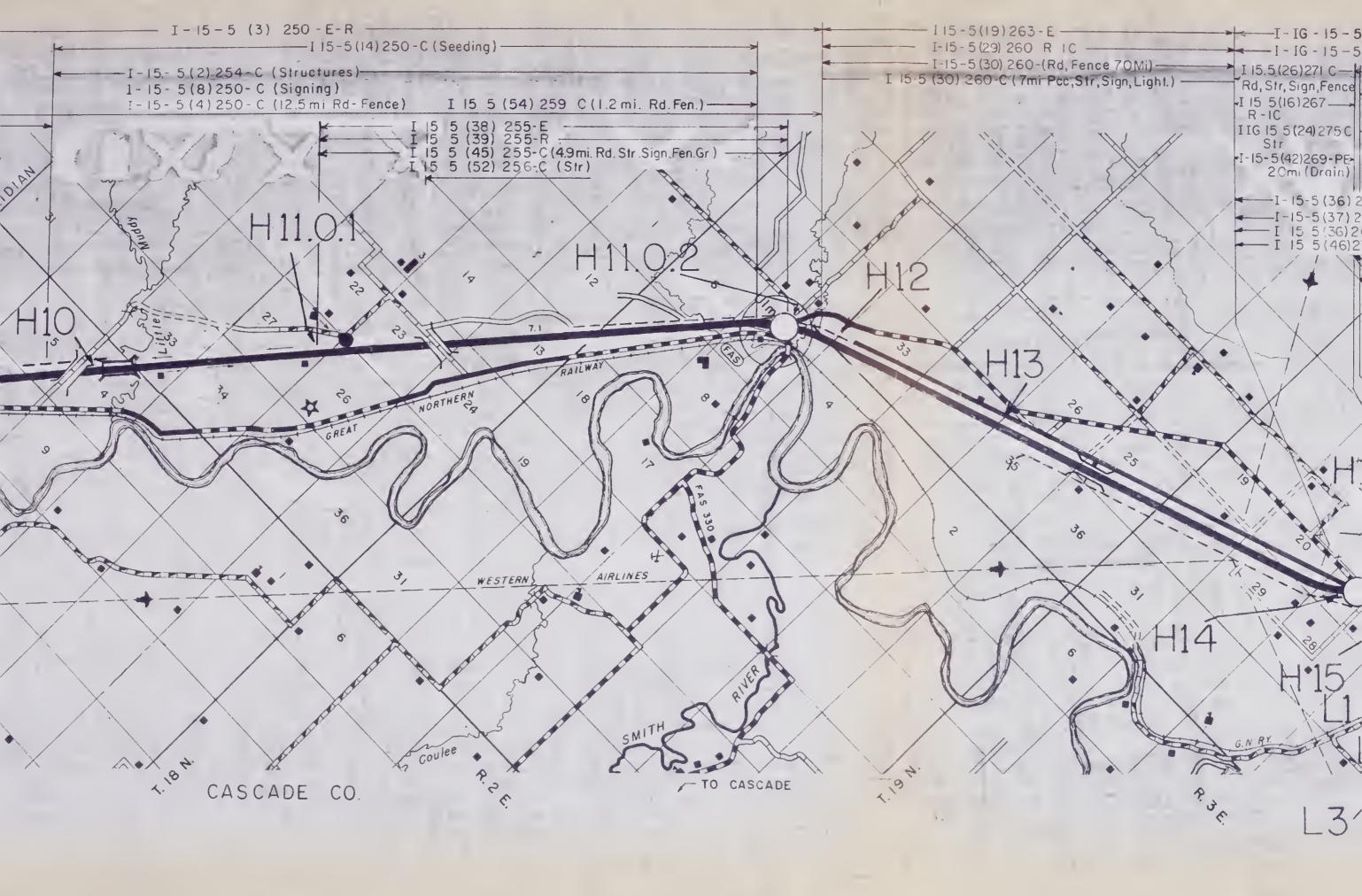
SCALE IN MILES

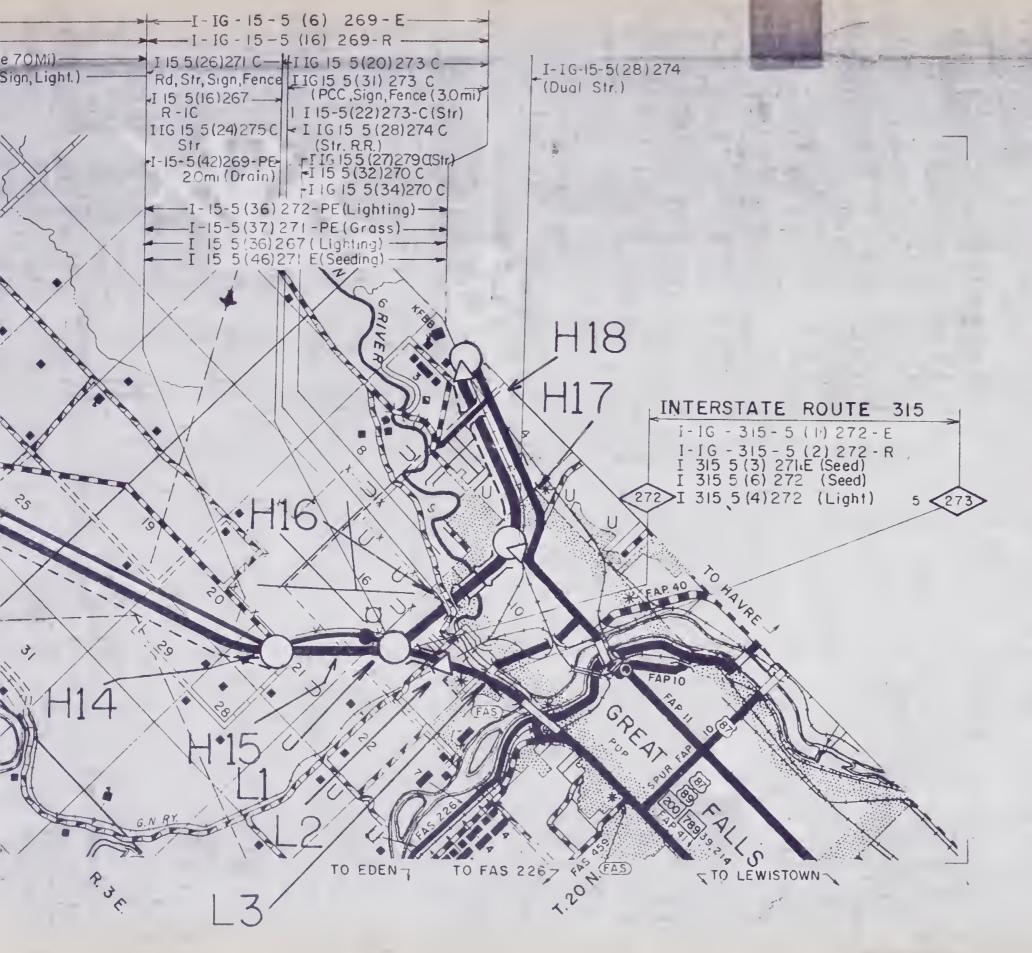
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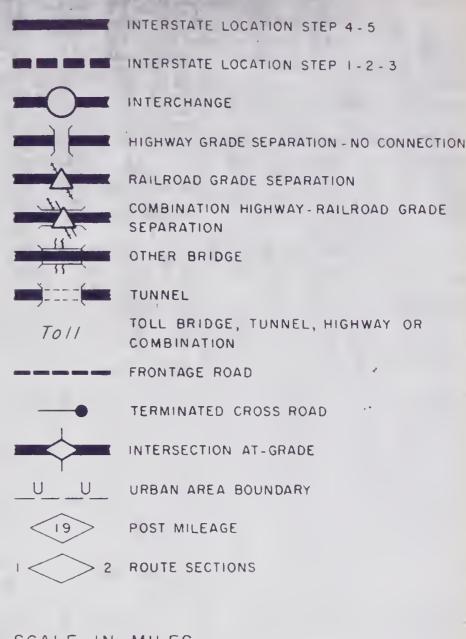
INTERSTATE ROUTE 15

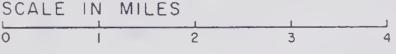
Sheet 4 of 8





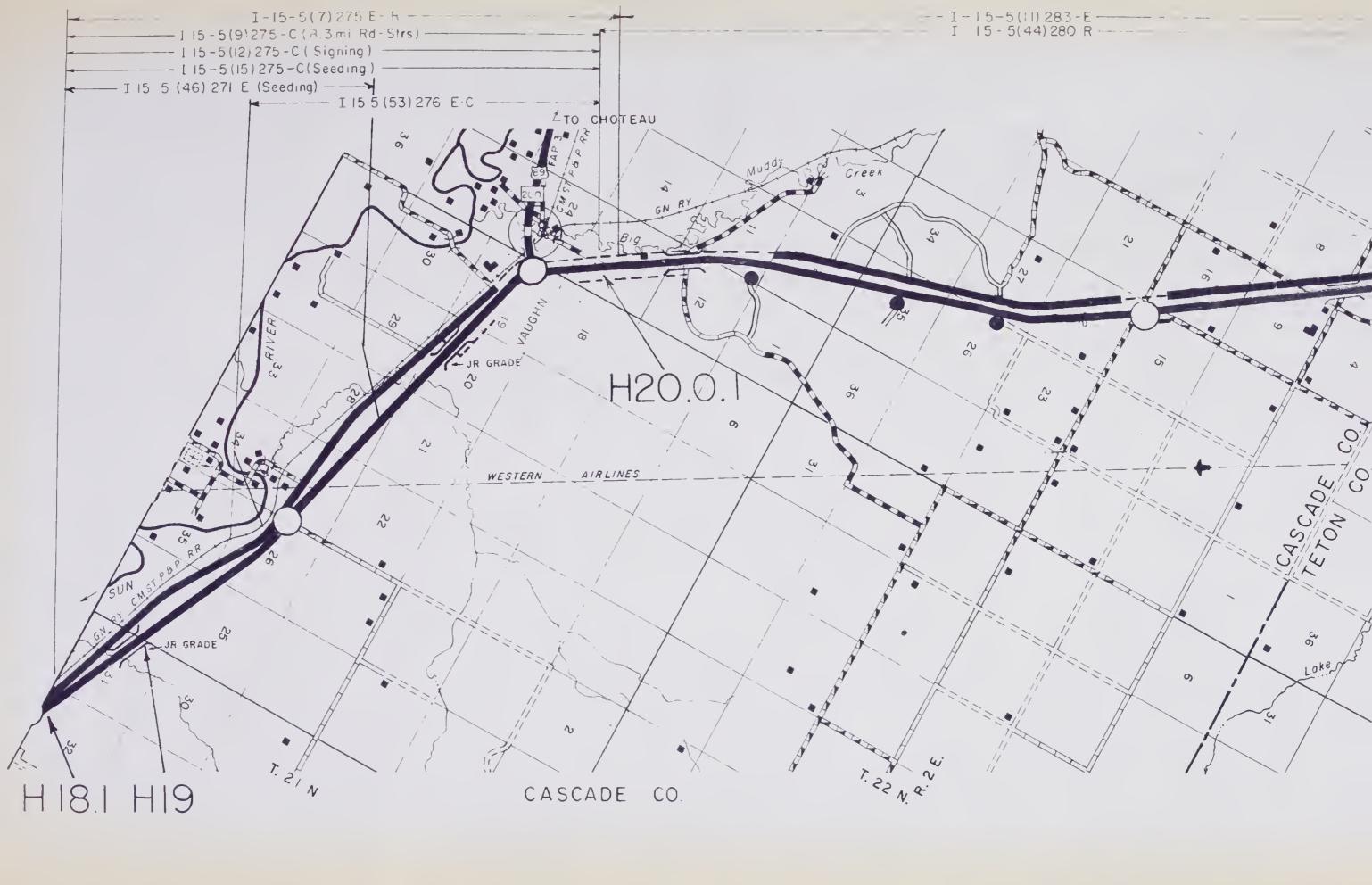


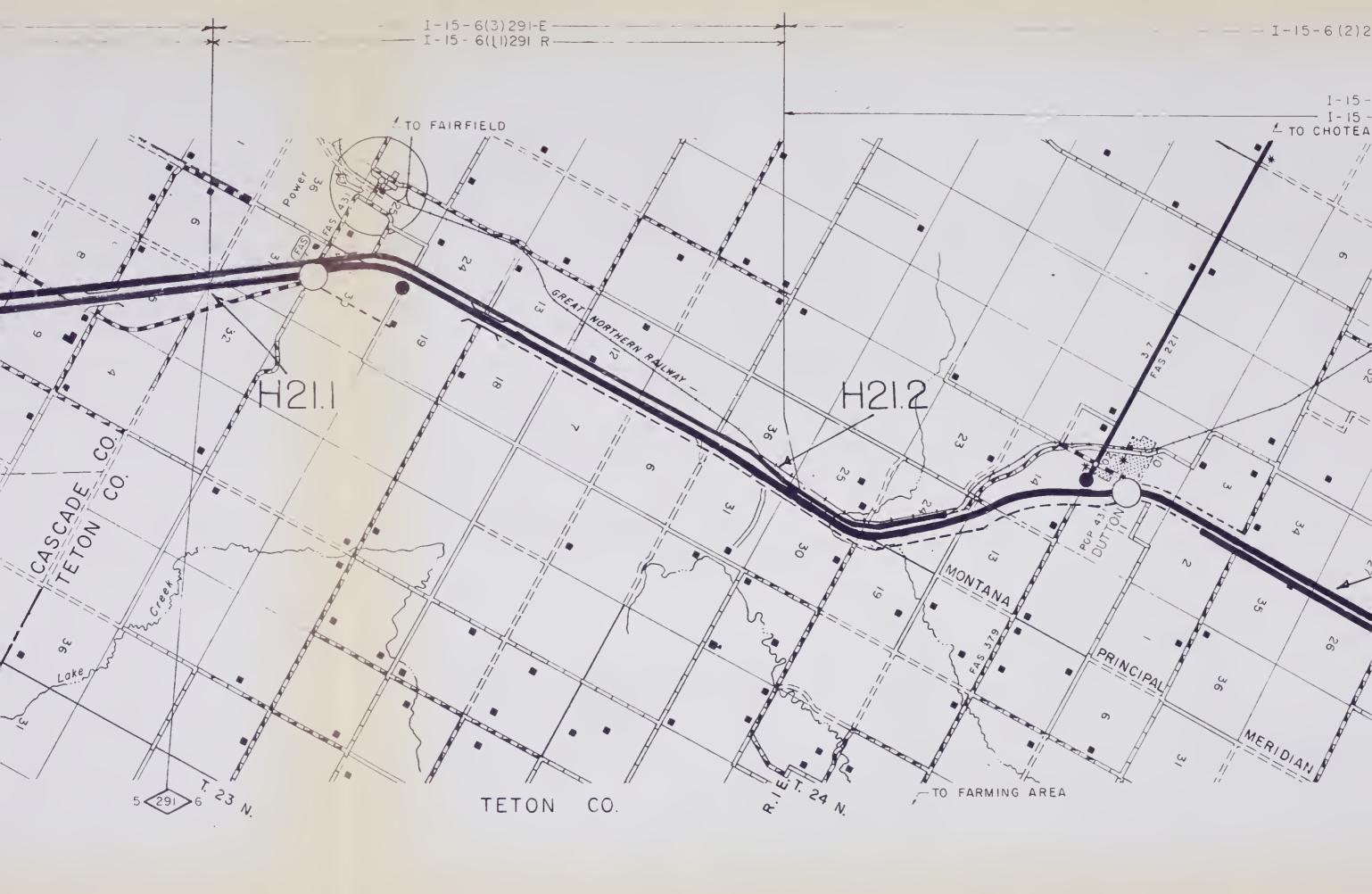


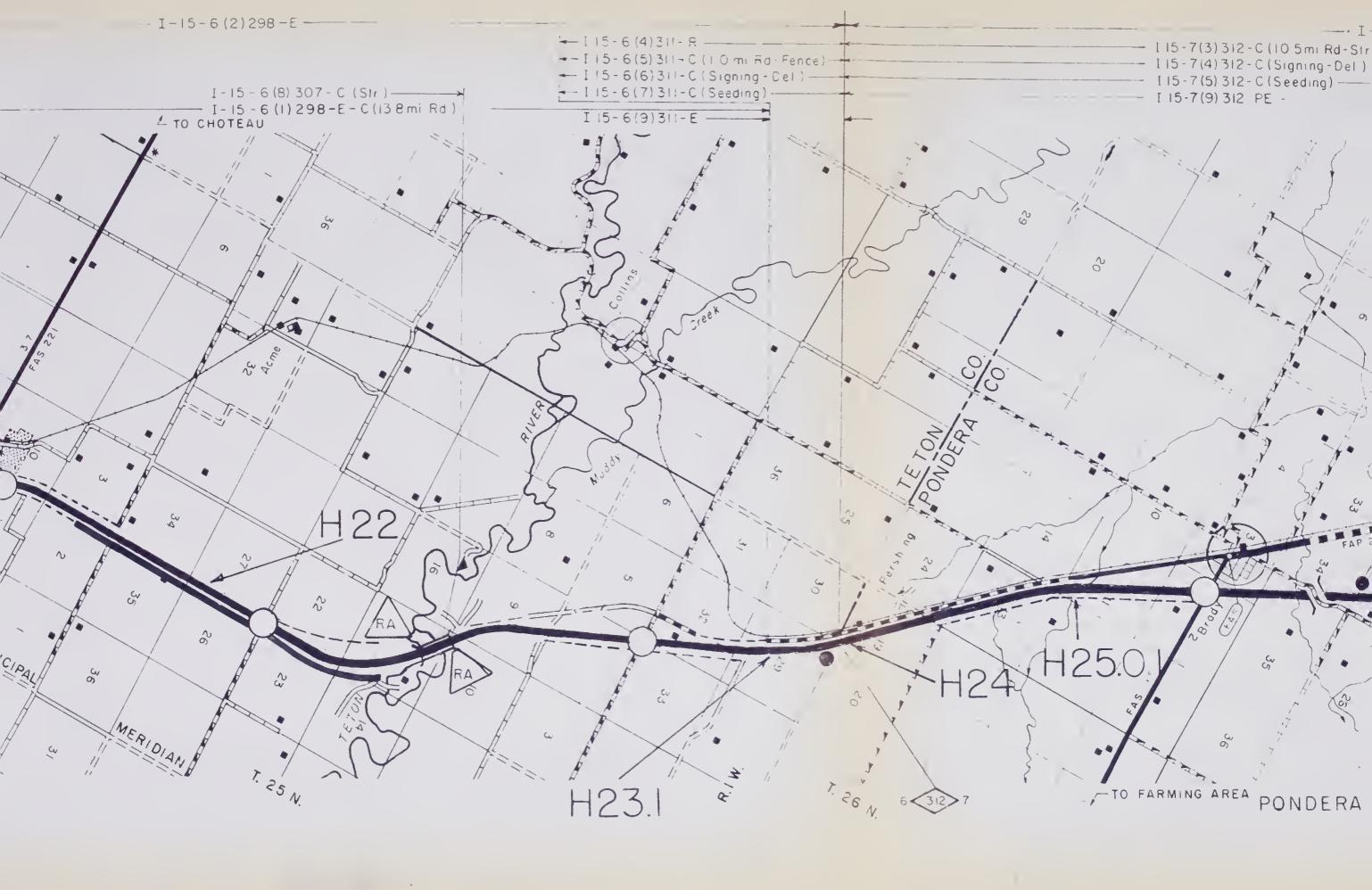


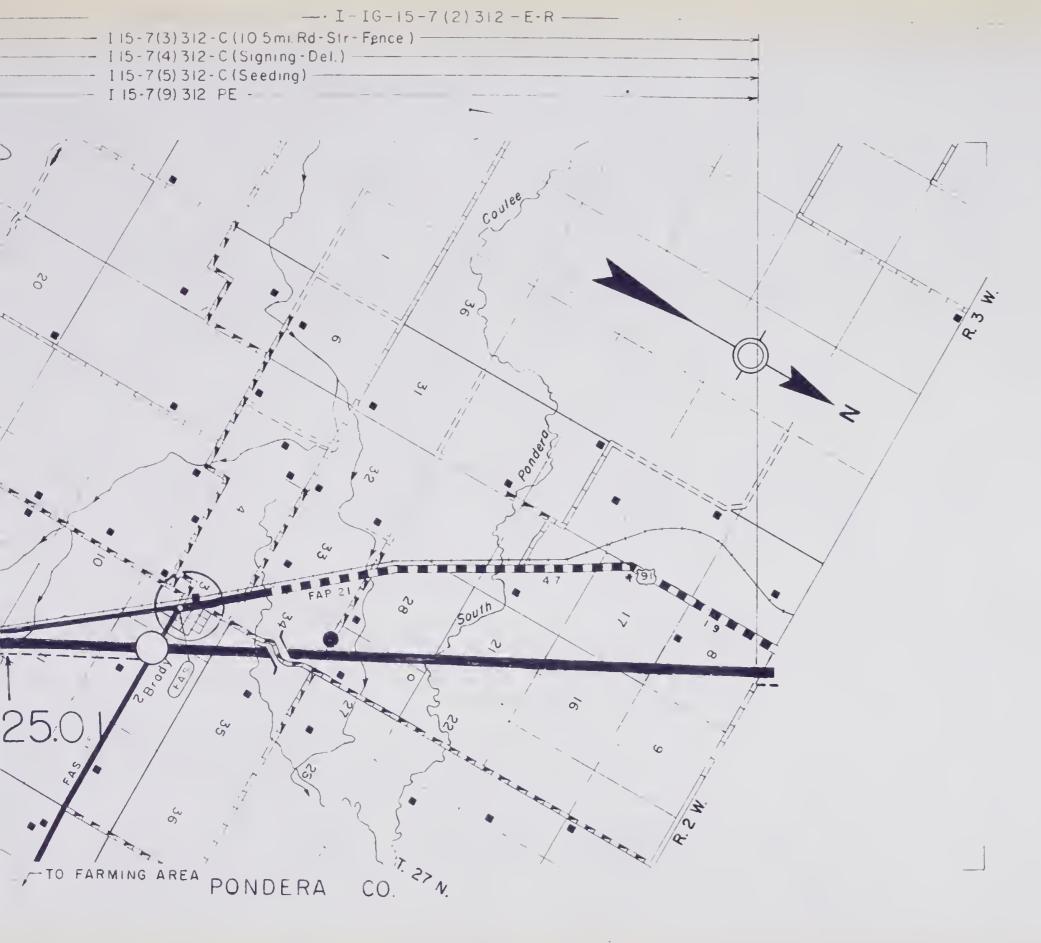
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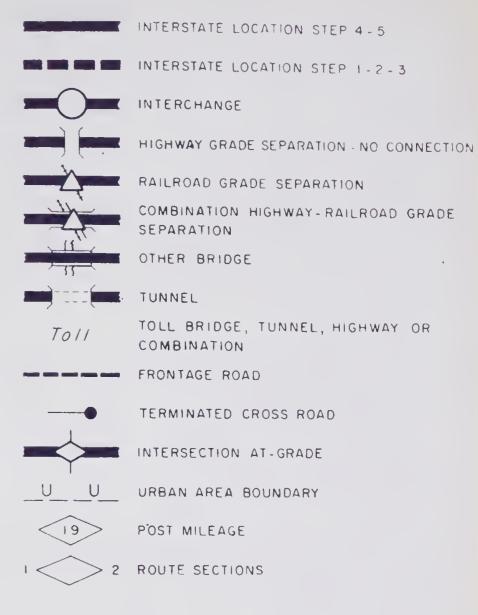
INTERSTATE ROUTE 15
Sheet 5 of 8
Date October 31, 1969
INTERSTATE ROUTE 315
(COMPLETE ROUTE ON THIS SHEET.)

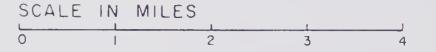








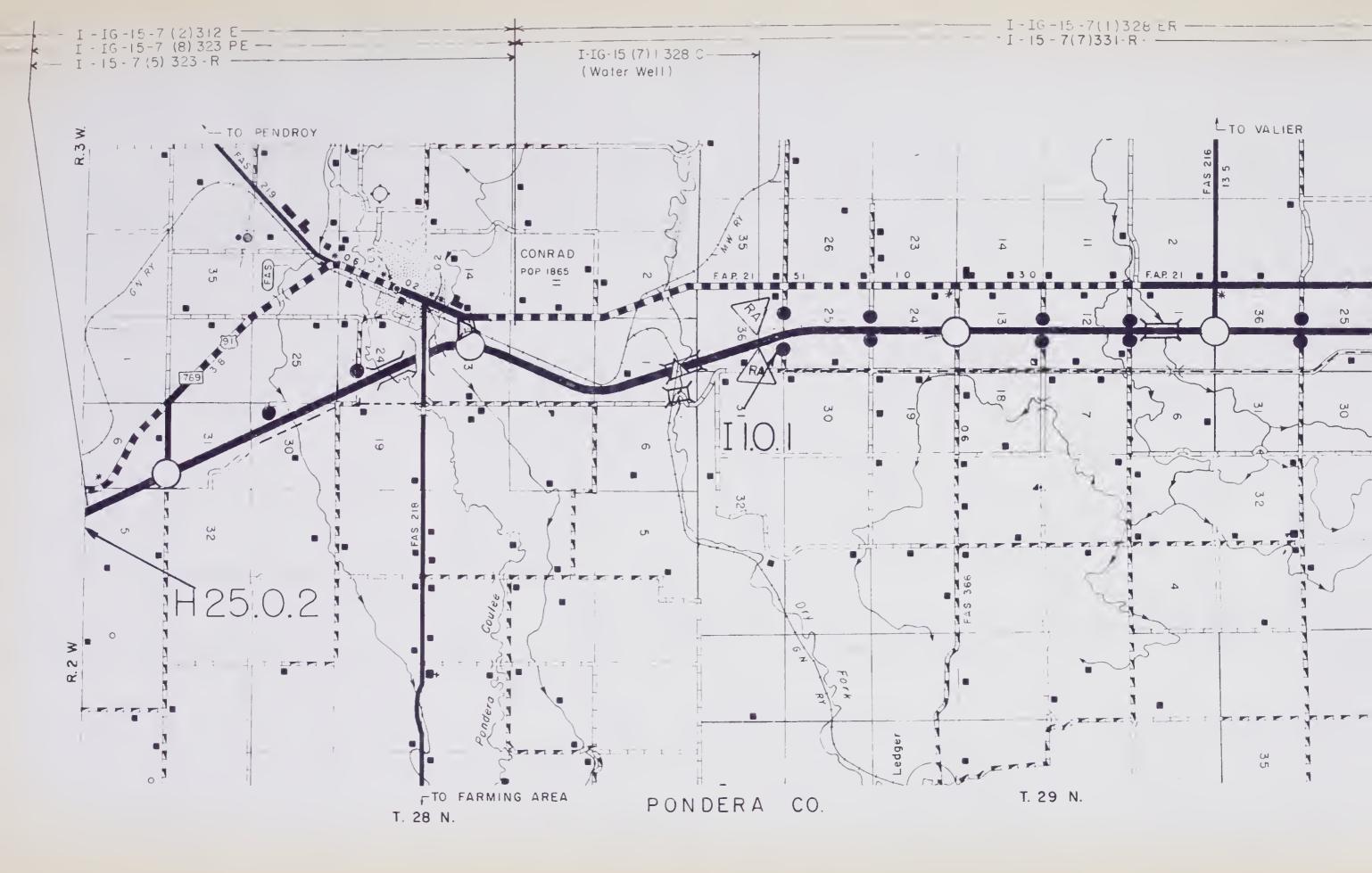


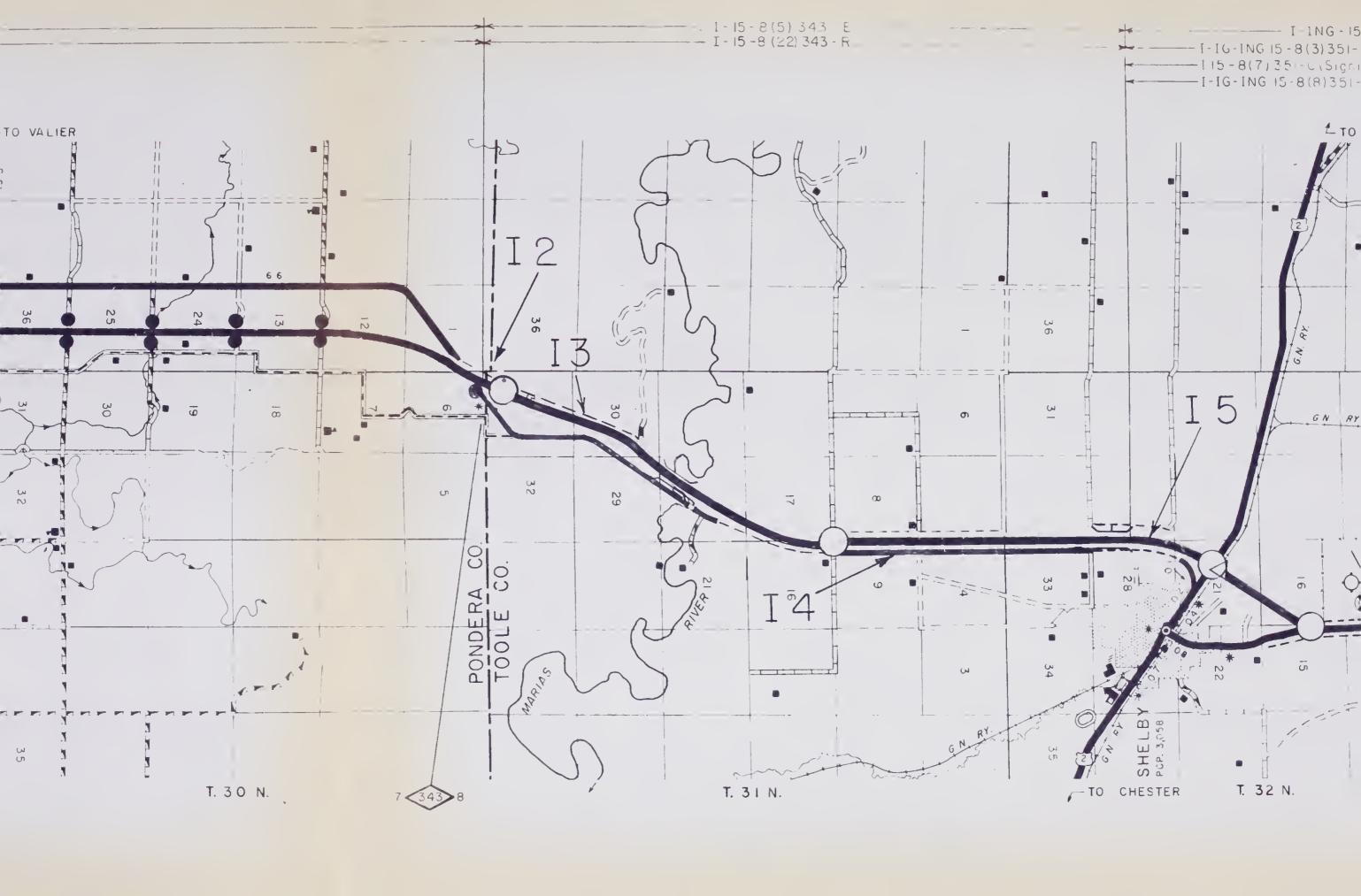


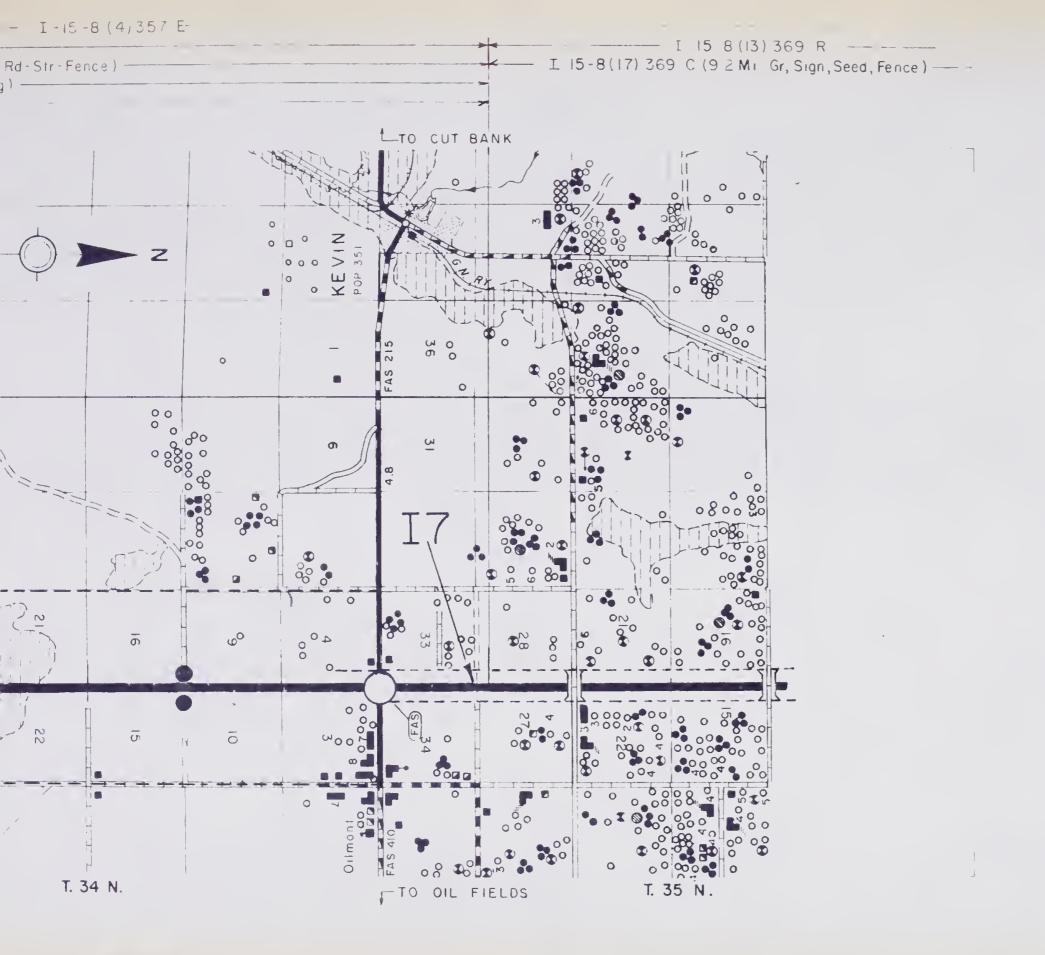
# MONTANA

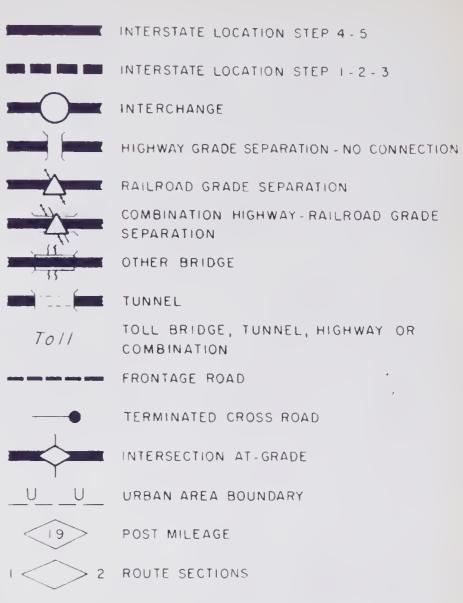
INTERSTATE ROUTE 15

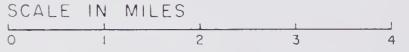
Sheet 6 of 8







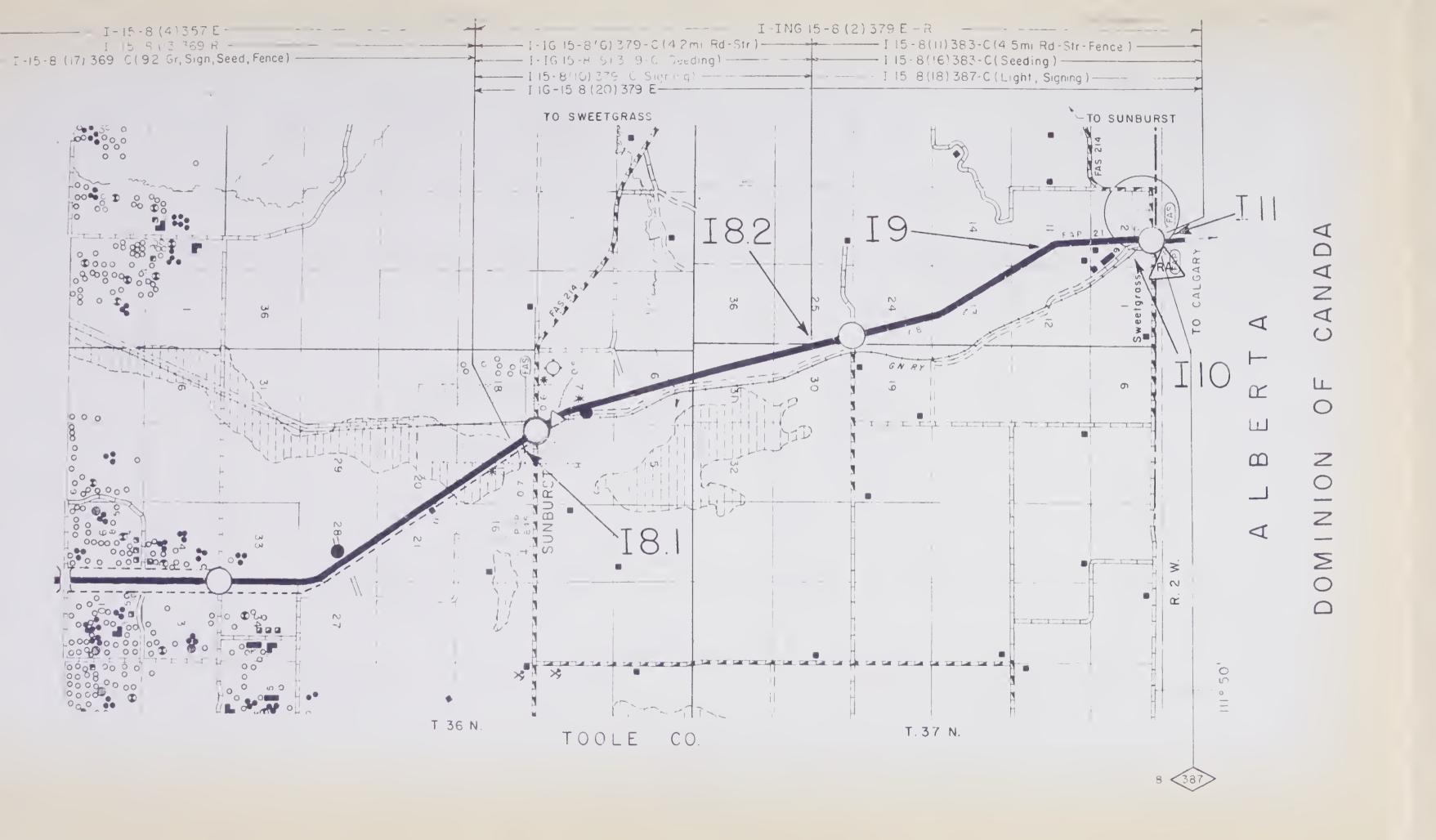




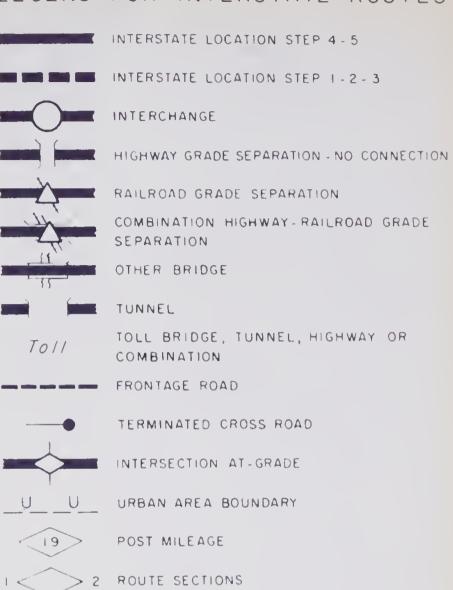
# MONTANA

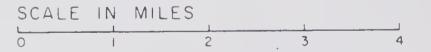
INTERSTATE ROUTE 15

Sheet 7 of 8









# MONTANA

INTERSTATE ROUTE 15

Sheet 8 of 8



| STATE | MONT AN A | INTERS | TATE ROUT | E NO. | 90 |      |
|-------|-----------|--------|-----------|-------|----|------|
|       |           | Sheet  | 1         | _ of  | 12 | Shee |

|  |              |                  |                | <u> </u>     |              |            | ESTIMATE   | SECTION      |            |          |            | ·              |                  |                |
|--|--------------|------------------|----------------|--------------|--------------|------------|------------|--------------|------------|----------|------------|----------------|------------------|----------------|
| ITEM   | A1<br>A2.0.1 | A2.0.1<br>A2.0.2 | A2.0.2<br>A3.1 | A3.1<br>A3.2 | A3.2<br>A3.3 | A3.3<br>A4 | A4<br>A5.1 | A5.1<br>A5.2 | A5.2<br>A6 | A6<br>A7 | A7<br>A8.1 | A8.1<br>A8.2.1 | A8.2.1<br>A8.2.2 | A8.2.2<br>A8.3 |
|  | 22           | 22               | 22             | 22           | 22           | 22         | 22         | 22           | 22         | 23       | 23         | 23             | 22               | 23             |
| 1. Section Length, miles (0.1)                     | 4.2          | 3.0              | 3.7            | 5.4          | 5.4          | 0.2        | 5.2        | 4.5          | 0.9        | 1.1      | 0.2        | 0.9            | 3.4              | 4.2            |
| 2. Class: Rural or Urban (R or U)                  | R            | R                | R              | R            | R            | R          | R          | R            | R          | R        | R          | R              | R                | R              |
| 3. Urban Area identification (name and code)       |              |                  |                |              |              |            |            |              |            |          |            |                |                  |                |
| 4. Location: Existing, new or toll (E, N or T)     | E            | E                | E              | E            | E            | E          | E          | E            | E          | N        | N          | N.             | E                | N              |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1            | 1                | 1              | 1            | 1            | 1          | 1          | 1            | 1          | 1        | 1          | 1              | 1                | 1              |
| 6. Design speed (V)                                | 50           | 50               | 50             | 50           | 70           | 70         | 50         | 60           | 70         | 70       | 70         | 70             | 60               | 50             |
| 7. Traffic: a. ADT 1967                            | 2000         | 1983             | 1983           | 1968         | 1990         | 1954       | 1983       | 1995         | 1995       | 1887     | 1887       | 1887           | 1887             | 1897           |
| b. ADT 1975  | 3850         | 3850             | 3850           | 3800         | 3850         | 3750       | 3850       | 3850         | 3850       | 4050     | 4050       | 4050           | 4050             | 4050           |
| c. ADT 1990  | 5400         | 5350             | 5350           | 5300         | 5350         | 5300       | 5350       | 5400         | 5400       | 5650     | 5650       | 5650           | 5650             | 5650           |
| 8. Traffic: a. Design year (19 )                   | 90           | 90               | 90             | 90           | 90           | 91         | 91         | 92           | 92         | 92       | 92         | 92             | 92               | 92             |
| b. ADT Design year                                 | 5400         | 5350             | 5350           | 5300         | 5350         | 5400       | 5450       | 5600         | 5600       | 5850     | 5850       | 5850           | 5850             | 5900           |
| c. DHV Design year                                 | 710          | 700              | 700            | 690          | 700          | 710        | 710        | 730          | 730        | 760      | 760        | 760            | 760              | 770            |
| d. D Directional distribution factors              | 55           | 55               | 55             | 55           | 55           | 55         | 55         | 55           | 55         | 55<br>11 | 55         | 55             | 55               | 55             |
| e. T Percent trucks design year (DHV)              | 9            | 9                | 9              | 9            | 9            | 9          | 9          | 9            | 9          |          | 11         | 11             | 11               | 11             |
| f. T Percent trucks design year (ADT)              | 14           | 14               | 14             | 14_          | 14           | 14         | 14         | 14           | 14         | 17       | 17         | 17             | 17               | 17             |
| g. Assigned Corridor ADT design year               |              |                  |                |              |              |            |            |              |            |          | <u> </u>   |                |                  |                |
| 9. Number of through traffic lanes (Design yr trf) | 4            | . 4              | 4              | 4            | 4            | . 4        | 4          | 4            | 4          | 4        | 4          | 4              | 4                | 4              |
| 10. Mileage without frontage roads                 | 2.7          | 1.4              | 0.7            | _4.8         | 1.4          | 0.2        | 4.2        | 4.5          |            | 1.1      | 0.2        |                | 3.4              | 0.2            |
| 11. Mileage with frontage road one side only       | 1.5          | 1.6              | 3.0            | 0.6          | 3.5          |            | 1.0        |              | 0.3        |          |            | 0.9            |                  | 4.0            |
| 12. Mileage with frontage roads on both sides      |              |                  |                |              | 0.5          |            |            |              | 0.6        |          |            |                | -                |                |
| 13. Typical cross-section reference                | 41_          | 31               | 31             | 31           | 30           | 30         | 30         | 30           | 30         | 30       | 60         | 30             | 30               | 50             |
| 14. Right-of-Way Width: Minimum                    | 300          | 270              | 232            | 215          | 185          | 300        | 300        | 300          | 300        | 300      | 300        | 300            | 300              | 300            |
| Prevailing   | 420          | 450              | 300            | 400          | 340          | 400        | 300        | 300          | 300        | 300      | 300        | 300            | 300              | 300            |
| 15. Median Width: Minimum                          | 10           | 10               | 10             | 10           | 10           | 10         | 10         | _10          | 46         | 46       | 46         | 46             | 176              | 10             |
| Prevailing   | 10           | 10               | 10             | 76           | 76_          | 10         | 10         | .76          | 46         | 46       | 46         | 46             | 240              | 10_            |

| STATE | MONTANA | INTERSI | ATE ROUT | E NO. |    | 90   |
|-------|---------|---------|----------|-------|----|------|
|       |         | Sheet _ | 2        | of    | 12 | Shee |

|  | ESTIMATE SECTION |              |              |             |            |              |                |                |                |                |              |                |                    |                |
|--|------------------|--------------|--------------|-------------|------------|--------------|----------------|----------------|----------------|----------------|--------------|----------------|--------------------|----------------|
| ITEM   | A8.3<br>A9.1     | A9.1<br>A9.2 | A9.2<br>A9.3 | A9.3<br>Al0 | AlO<br>All | All<br>Al2.1 | Al2.1<br>Al2.2 | Al2.2<br>Al2.3 | Al2.3<br>Al3.1 | Al3.1<br>Al3.3 | Al3.3<br>Al4 | A14<br>A15.0.1 | Al5.0.1<br>Al5.0.2 | A15.0.2<br>A16 |
|  | 22               | 23           | 23           | 23          | 22         | 23           | 23             | 22             | 22             | 23             | 23           | 22             | 23                 | 23             |
| 1. Section Length, miles (0.1)                     | 1.4              | 2.3          | 1.2          | 1.8         | 3.9        | 5.7          | 2.1            | 2.0            | 1.7            | 1.5            | 4.3          | 3.7            | 1.1                | 1.7            |
| 2. Class: Rural or Urban (R or U)                  | R                | R            | R            | R           | R          | R            | R              | R              | R              | R              | R            | R              | R                  | R              |
| 3. Urban Area identification (name and code)       | ļ                |              |              |             |            |              |                |                |                |                |              |                |                    |                |
| 4. Location: Existing, new or toll (E, N or T)     | E                | N            | N            | N           | E          | N            | N              | E              | E              | N              | N            | E              | N                  | N              |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1                | 1            | 1            | 1           | 1          | 1            | 1              | 1              | 11             | 1              | 1            | 1              | 1                  | 1              |
| 6. Design speed (V)                                | 70               | 70           | 70           | 70          | 70         | 70           | 70             | 70             | 70             | 60             | 70           | 60             | 70                 | 70             |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1927             | 1927         | 2019         | 2019        | 2019       | 2019         | 1902           | 1902           | 1865           | 1865           | 1961         | 1961           | 2276               | 2276           |
| b. ADT 1975<br>c. ADT 1990                         | 4100             | 4100         | 4300         | 4300        | _4300      | 4300         | 4050           | 4050           | 4000           | 4000           | 4200         | 4200           | 4850               | 4850           |
|  | 5750             | 5750         | 6050         | 6050        | 6050       | 6050         | 5700           | 5700           | 5600           | 5600           | 5850         | 5850           | 6800               | 6800           |
| 8. Traffic: a. Design year (19 )                   | 9.2              | 92           | 75           | 85          | 84         | 85           | 85             | 75             | 93             | 93             | 93           | 93             | 75                 | 93             |
| b. ADT Design year                                 | 6000             | 6000         | 4300         | 5450        | 5350       | 5450         | 5050           | 4050           | 5900           | 5900           | 6200         | 6200           | 4850               | 7200           |
| c. DHV Design year                                 | 790              | 790          | 560          | 710         | 700        | 710          | 660            | 530            | 770            | 770            | 810          | 810            | 640                | 940            |
| d. D Directional distribution factors              | 55               | 55           | 55           | 55          | 55         | 55           | 55             | 55             | 55             | 55             | 55           | 55             | 55                 | 55             |
| e. T Percent trucks design year (DHV)              | 11               | 11           | 11           | 11          | 11         | 11           | 11_            | 11             | 11             | 11             | 11           | 11             | 11                 | 11             |
| f. T Percent trucks design year (ADT)              | 17               | 17           | 17           | 17          | 17         | 17           | 17             | 17             | 17             | 17             | 17           | 17             | 17                 | 17             |
| g. Assigned Corridor ADT design year               |                  |              |              |             |            |              |                |                |                |                |              |                |                    |                |
| 9. Number of through traffic lanes (Design yr trf) | 4                | 4            | 4            | 4           | 4          | 4            | 4              | 4              | 4              | 4              | 4            | 4              | 4                  | 4              |
| 10. Mileage without frontage roads                 | 1.4              |              |              |             |            |              |                | 1.1            | 0.2            |                |              |                |                    |                |
| 11. Mileage with frontage road one side only       |                  |              |              |             | 2.4        | 2,1          | 2.1            | 0,9            | 1.5            | 1.5            | 3.3          | 2.2            |                    | 1.7            |
| 12. Mileage with frontage roads on both sides      |                  | 2.3          | 1.2          | 1.8         | 1.5        | 3.6          |                |                |                |                | 1.0          | 1.5            | 1.1                |                |
| 13. Typical cross-section reference                | 40               | 20           | 30           | 30          | 30         | 30           | 30             | 30             | 20             | 20             | 20           | 20             | 30                 | 20             |
| 14. Right-of-Way Width: Minimum                    | 260              | 300          | 260          | 260         | 220        | 200          | 270            | 395            | 300            | 300            | 300          | 300            | 260                | 300            |
| Prevailing   | 260              | 300          | 300          | 280         | 250        | 280          | 290            | 400            | 300            | 300            | 300          | 300            | 300                | 300            |
| 15. Median Width: Minimum                          | 10               | 36<br>36     | 36<br>36     | 36          | 36         | 36           | 36             | 46             | 46             | 46             | 46           | 10             | 36                 | 46<br>76       |
| Prevailing   | 10               | 36           | 36           | 36          | 36         | 36           | 46             | 46             | 150            | 46             | 100          | 46             | 36                 | 76_            |

| STATE | MONTANA | INTERS | rate rou | TE NO | _ 9 | 0     |
|-------|---------|--------|----------|-------|-----|-------|
|       |         | Sheet  | 3        | of    | 12_ | Sheet |

|  |      |      |      |       |       |         | ESTIMATE | SECTION |       |       |       |       |       |       |
|--|------|------|------|-------|-------|---------|----------|---------|-------|-------|-------|-------|-------|-------|
|  | Al6  | A17  | Al8  | Al9   | A22.1 | A22.2   | A23.0.1  | A23.0.2 | A24.1 | A24.2 | A24.3 | A25   | A25.1 | A25.2 |
| ITEM   | Al7  | Al8  | A19  | A22.1 | A22.2 | A23.0.1 |          | A24.1   | A24.2 | A24.3 | A25_  | A25.1 | A25.2 | A26   |
|  | 23   | 22   | 22   | 22    | 23    | 22      | 22       | 22      | 23    | 23    | 23    | 23    | 23    | 23    |
| 1. Section Length, miles (0.1)                     | 2.2  | 0.9  | 1.1  | 2.6   | 2.1   | 2.6     | 2.2      | 3.3     | 2.0   | 5.8   | 1.5   | 0.5   | 0.3   | 1.5   |
| 2. Class: Rural or Urban (R or U)                  | R    | R    | R    | R     | R     | R       | R        | R       | R     | R     | R     | U÷    | R     | U×    |
| 3. Urban Area identification (name and code)       |      |      |      |       |       |         |          |         |       |       |       | 363#  |       | 363#  |
| 4. Location: Existing, new or toll (E, N or T)     | N    | E    | E    | E     | N     | E       | E        | E       | N     | N     | N     | N     | N     | N     |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1    | 1    | 1     | 1     | 1       | 1        | 1       | 1     | 1     | 1     | 1     | 1     | 1     |
| 6. Design speed (V)                                | 70   | 70   | 70   | 50    | 70    | 70      | 70       | 70      | 60    | 70    | 70    | 50    | 50    | 50    |
| 7. Traffic: <u>a. ADT 1967</u>                     | 2276 | 2276 | 2276 | 2430  | 2585  | 2585    | 2882     | 2882    | 2882  | 3703  | 3703  | 3703  | 3703  | 5996  |
| b. ADT 1975  | 4850 | 4850 | 4850 | 5200  | 5550  | 5550    | 6150     | 6150    | 6150  | 8600  | 8600  | 8600  | 8600  | 13900 |
| c. ADT 1990  | 6800 | 6800 | 6800 | 7250  | 7750  | 7750    | 8600     | 8600    | 8600  | 12700 | 12700 | 12700 | 12700 | 20550 |
| 8. Traffic: a. Design year (19 )                   | 93_  | 93   | 93   | _ 84  | 89    | . 89    | 89       | 89      | 84    | 84    | 85    | 85    | 85    | 85    |
| b. ADT Design year                                 | 7200 | 7200 | 7200 | 6450  | 7600  | 7600    | 8450     | 8450    | 7650  | 11050 | 11350 | 11350 | 11350 | 18350 |
| c. DHV Design year                                 | 940  | 940  | 940  | 840   | 1000  | 1000    | 1110     | 1110    | 1000  | 1130  | 1160  | 1160  | 1160_ | 1870  |
| d. D Directional distribution factors              | 55   | 55   | 55   | 55    | 55    | 55      | 55       | 55      | 55    | . 60  | 60    | 60    | 60    | 60    |
| e. T Percent trucks design year (DHV)              | 11   | 11   | 11   | 11    | 11    | 11      | 8        | 8       | 8     | 8     | 8     | 8     | 8     | 8     |
| f. T Percent trucks design year (ADT)              | 17_  | 17   | 17   | 17    | 17    | 17      | 12       | 12      | 12    | 12    | 12    | 12    | 12    | 12    |
| g. Assigned Corridor ADT design year               |      |      |      |       |       |         |          |         |       |       |       |       |       |       |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4    | 4    | 4     | 4     | 4       | 4        | 4       | 4.    | 4     | 4     | 4     | 4     | 4     |
| 10. Mileage without frontage roads                 |      |      |      | 0.6   |       |         |          |         |       | 5.8   | 1.5   | 0.5   | 0.3   | 1.5   |
| 11. Mileage with frontage road one side only       | 2.2  | 0.9  | 1.1  | 2.0   |       |         |          | 3.3     |       |       |       |       |       |       |
| 12. Mileage with frontage roads on both sides      |      |      |      |       | 2.1   | 2.6     | 2.2      |         | 2.0   |       |       |       |       |       |
| 13. Typical cross-section reference                | 20   | 20   | 20   | 40    | 30    | 30      | 30       | 30      | 31    | 31    | 31    | 31    | 41    | 41    |
| 14. Right-of-Way Width: Minimum                    | 300  | 300  | 300  | 220   | 300   | 270     | 250      | 280     | 230   | 230   | 260   | 260   | 230   | 260   |
| Prevailing   | 300  | 300  | 300  | 300   | 400   | 310     | 300      | 340     | 280   | 280   | 310   | 300   | 300   | 320   |
| 15. Median Width: Minimum                          | 46   | 46   | 46   | 8     | 46    | 56      | 46       | 56      | 46    | 46    | 8     |       | 8     | 8     |
| Prevailing   | 76   | 76   | 46   | 36    | 46    | 56      | 56       | 76      | 46    | 46    | 76    | 8     | 8     | 8     |

<sup>#</sup> Missoula

<sup>\*</sup> Section is comparable to a corresponding section in the 1968 Estimate.

| STATE | MONTANA | INTERSTATE ROU | ?E NO | 90 | )     |
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|       |         | Sheet4_        | of    | 12 | Sheet |

|  |              |                |                |                |                  |                    | ESTIMATE       | SECTION    |            |                |                    |                    |                |            |
|--|--------------|----------------|----------------|----------------|------------------|--------------------|----------------|------------|------------|----------------|--------------------|--------------------|----------------|------------|
| ITEM   | A26<br>A27.1 | A27.1<br>A27.2 | A27.2<br>A28.2 | A28.2<br>A29.1 | A29.1<br>A30.0.1 | A30.0.1<br>A30.0.2 | A30.0.2<br>A31 | A31<br>A32 | A32<br>A33 | A33<br>A34.0.1 | A34.0.1<br>A34.0.2 | A34.0.2<br>A34.0.3 | A34.0.3<br>A35 | A35<br>A36 |
|  | 23           | 23             | 23             | 22             | 22               | 22                 | 21             | 21         | 23         | 21             | 23                 | 20                 | 23             | 20         |
| 1. Section Length, miles (0.1)                     | 1.7          | 2.8            | 9.2            | 8.9            | 3.3              | 3.1                | 2.6            | 5.0        | 4.6        | 3.0            | 3.2                | 0.7                | 2.8            | 3.7        |
| 2. Class: Rural or Urban (R or U)                  | R            | R              | R              | R              | R                | R                  | R              | R          | R          | R              | R                  | R                  | R              | R          |
| 3. Urban Area identification (name and code)       |              |                |                |                |                  |                    |                |            |            |                |                    |                    |                |            |
| 4. Location: Existing, new or toll (E, N or T)     | N            | N              | Ŋ              | E              | E                | E                  | E              | N          | N          | N              | N                  | N                  | N              | N          |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1            | 1              | 1              | 1              | 1                | 1.                 | 1              | 1          | 1          | 1              | 1                  | 1                  | 1              | 1          |
| 6. Design speed (V)                                | 50           | 70             | 70             | 70             | 60               | 70                 | 50             | 60         | 50         | 50             | 70                 | 50                 | 70             | 70         |
| 7. Traffic: <u>a. ADT 1967</u>                     | 5996         | 4813           | 2975           | 2868           | 2247             | 2247               | 2247           | 2358       | 2358       | 2358           | 2358               | 1849               | 2356           | 2356       |
| b. ADT 1975<br>c. ADT 1990                         | 13900        | 11150          | 6550           | 6150           | 4800             | 4800               | 4800           | 5050       | 5050       | 5050           | 5050               | 3950               | 5050           | 5050       |
|  | 20550        | 16500          | 9350           | 8600           | 6700             | 6700               | 6700           | 7050       | 7050       | 7050           | 7050               | 5550               | 7050           | 7050       |
| 8. Traffic: a. Design year (19 )                   | 84           | 84             | 75             | 89             | 89               | 89_                | 88             | 88         | 88         | 88             | 84                 | 84                 | 84             | 75         |
| b. ADT Design year                                 | 17850        | 14350          | 6550           | 8450           | 6600             | 6600               | 6450           | 6800       | 6800       | 6800           | 6250               | 4900               | 6250           | 5050       |
| c. DHV Design year                                 | 1820         | 1460           | 860            | 1120           | 870              | 870                | 850            | 900        | 900        | 900            | 830                | 650                | 830            | 670        |
| d. D Directional distribution factors              | 60           | 60             | 55             | 55             | 55               | 55                 | 55             | 55         | 55         | 55             | 55                 | 55                 | 55             | 55         |
| e. T Percent trucks design year (DHV)              | 8            | 8              | 9              | 9              | 9                | 9                  | 9              | 9          | 9          | 9              | 9                  | 9                  | 9              | 9          |
| f. T Percent trucks design year (ADT)              | 12           | 12             | 14             | 14             | 14               | 1.4                | 14_            | 14         | 14         | 14             | 14                 | 14                 | 14             | 14         |
| g. Assigned Corridor ADT design year               |              |                |                |                |                  |                    |                |            |            |                |                    |                    |                |            |
| 9. Number of through traffic lanes (Design yr trf) | 4            | 4              | 4              | 4              | 4                | 4                  | 4              | 4          | 4          | 4              | 4                  | 4                  | 4              | 4          |
| 10. Mileage without frontage roads                 | 1.7          |                |                | 1.0            |                  |                    | 1.6            |            |            |                |                    | 0.7                |                |            |
| 11. Mileage with frontage road one side only       |              | 2.8            | 3.2            | 2.0            | 2.5              | 3.1                | 1.0            |            | 4.6        | 3.0            | 3.2                |                    | 1.9            | 3.7        |
| 12. Mileage with frontage roads on both sides      |              |                | 6.0            | 5.9            | 0.8              |                    |                | 5.0        |            |                |                    |                    | 0.9            |            |
| 13. Typical cross-section reference                | 41           | 41             | 30             | 30             | 30               | 30                 | 30             | 30         | 40         | 40             | 30                 | 40                 | 30             | 30         |
| 14. Right-of-Way Width: Minimum                    | 200          | 240            | 240            | 185            | 185              | 250                | 240            | 230        | 180        | 155            | 220                | 200                | 235            | 270        |
| Prevailing   | 280          | 290            | 270            | 300            | 280              | 300                | 300            | 290        | 250        | 240            | 300                | 300                | 300            | 310        |
| 15. Median Width: Minimum                          | 8            | 8              | 46             | 36             | 36               | 76                 | 36             | 10         | 10         | 10             | 8                  | 8_                 | 46             | 46_<br>46  |
| Prevailing   | 8            | 46             | 46             | 76             | 36_              | 76                 | 36             | 46         | 10         | 46             | 46                 | 8                  | 46             | 46         |

| STATE | MONTANA | INTERSTA | re rout | E NO.  | _90 | )    |
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|       |         | Sheet    | 5       | _ of _ | 12  | Shee |

|  |            |            |           |                    |                |                | ESTIMATE   | SECTION    |            |          |          |          |            |             |
|--|------------|------------|-----------|--------------------|----------------|----------------|------------|------------|------------|----------|----------|----------|------------|-------------|
| ITEM   | A36<br>A37 | A37<br>A38 | A38<br>B1 | B1<br>B2 <b>.1</b> | B2.1<br>B2.1.1 | B2.1.1<br>B2.2 | B2.2<br>B3 | B3<br>B5.1 | B5.1<br>B6 | B6<br>B7 | B7<br>B8 | B8<br>B9 | B9<br>B9.1 | B9.1<br>B10 |
|  | 23         | 22         | 23        | 22                 | 23             | 23             | 23         | 23         | 23         | 23       | 23       | 23       | 22         | 20          |
| 1. Section Length, miles (0.1)                     | 5.9        | 6.0        | 2.0       | 4.9                | 0.5            | 7.1            | 1.0        | 6.8        | 6.6        | 4.2      | 3.5      | 1.0      | 7.0        | 11          |
| 2. Class: Rural or Urban (R or U)                  | R          | R          | R         | R                  | R              | R              | R          | R          | R          | R        | R        | R        | R          | R           |
| 3. Urban Area identification (name and code)       |            |            |           |                    |                |                |            |            |            |          |          |          |            |             |
| 4. Location: Existing, new or toll (E, N or T)     | N          | E          | N         | E                  | N              | N              | N          | N          | N          | N        | N        | N        | E          | E           |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1          | 1          | 1         | 1                  | 1              | 1              | 1          | 1          | 1          | 1        | 1        | 1        | 1          | 1           |
| 6. Design speed (V)                                | 70         | 70         | 50        | 70                 | 70             | 70             | 70         | 70         | 70         | 70       | 70       | 70       | 70         | 70          |
| 7. Traffic: <u>a. ADT 1967</u>                     | 2356       | 2430       | 2442      | 2442               | 2550           | 2550           | 2420       | 2420       | 2524       | 2364     | 3699     | 3699     | 4387       | 4387        |
| b. ADT 1975  | 5050       | 5200       | 5250      | 5250               | 5450           | 5450           | 5200       | 5200       | 5400       | 5050     | 8150     | 8150     | 9650       | 9650        |
| c. ADT 1990  | 7050       | 7250       | 7300      | 7300               | 7600           | 7600           | 7250       | 7250       | 7550       | 7050     | 11600    | 11600    | 13800      | 13800       |
| 8. Traffic: a. Design year (19 )                   | 75         | 90         | 91        | 91                 | 94             | 94             | 75         | 90         | 91         | 91       | 75       | 75_      | 85         | 88          |
| b. ADT Design year                                 | 5050       | 7250       | 7450      | 7450               | 8200           | 8200           | 5200       | 7250       | 7700       | 7200     | 8150     | 8150     | 12350      | 13200       |
| c. DHV Design year                                 | 670        | 960        | 980       | 980                | 1080           | 1080           | 690        | 960        | 1020       | 950      | 950      | 950      | 1450       | 1550        |
| d. D Directional distribution factors              | 55         | 55         | 55        | 55                 | 55             | 55             | 55         | 55         | 55         | 55       | 55       | 55       | 55         | 55          |
| e. T Percent trucks design year (DHV)              | 9          | 9          | 9         | 9                  | 9              | 9              | 9          | 9          | 9          | 9        | 7        | 7        | 7          | 7           |
| f. T Percent trucks design year (ADT)              | 14         | 13         | 13        | 13                 | 13             | 13_            | 13         | 13         | 13         | 13       | 11       | 11       | 11         | 11          |
| g. Assigned Corridor ADT design year               |            |            |           |                    |                |                |            |            |            |          |          |          |            |             |
| 9. Number of through traffic lanes (Design yr trf) | 4          | 4          | 4         | 4                  | 4              | 4              | 4          | 4          | 4          | 4        | 4        | 4        | 4          | 4           |
| 10. Mileage without frontage roads                 |            | 3.0        |           | 4.9                |                | 1.5            |            |            |            |          | 2.8      | 1.0      | 2.6        | 1.1         |
| 11. Mileage with frontage road one side only       | 3.4        | 3.0        | 2.0       |                    |                | 2.6            | 1.0        | 3.2        | 6.2        | 3.5      | 0.2      |          | 3.1        |             |
| 12. Mileage with frontage roads on both sides      | 2.5        |            |           |                    | 0.5            | 3.0            |            | 3.6        | 0.4        | 0.7      | 0.5      |          | 1.3        |             |
| 13. Typical cross-section reference                | 30         | 30         | 30        | 30                 | 20             | 20             | 30         | 30         | 30         | 30       | 30       | 30       | 30         | 30          |
| 14. Right-of-Way Width: Minimum                    | 285        | 185        | 300       | 300                | 250            | 250            | 280        | 240        | 210        | 215      | 300      | 190      | 200        | 200_        |
| Prevailing   | 310        | 370        | 300       | 300                | 250            | 250            | 320        | 300        | 300        | 240      | 320      | 230      | 300        | 220         |
| 15. Median Width: Minimum                          | 46         | 10         | 76        | 76                 | 76             | 56             | 56         | 56         | 56         | 56       |          | 46       | 76         | 76          |
| Prevailing   | 46         | 76         | 76        | 76                 | 76             | 56             | 56         | 56         | 56         | 76       | 76       | 46       | 100        | 76_         |

| STATE MONTANA | INTERSI | ATE ROUT | 90     |    |       |
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|               | Sheet   | 5A       | _ of . | 12 | Sheet |

|   | T       |              |                |                |                  |   |          |         |   |     | <br> |   |   |
|---|---------|--------------|----------------|----------------|------------------|---|----------|---------|---|-----|------|---|---|
|   |         |              |                | ,              |                  |   | ESTIMATE | SECTION |   |     |      |   |   |
|   | B10     | B11<br>B12.1 | B12.1<br>B12.2 | B12.2<br>B12.3 | B12.3<br>B12.3.1 |   |          |         |   |     |      |   | 1 |
| ITEM  | B11     |              |                |                |                  |   |          |         |   |     |      |   |   |
|   | 22      | 23           | 23             | 23             | 23               |   |          |         |   |     |      |   |   |
| 1. Section Length, miles (0.1)                              | 2.7     | 1.8          | 2.0            | 0.8            | 0.6              |   |          |         |   |     |      |   |   |
| 2. Class: Rural or Urban (R or U)                           | R       | R            | Ŭ              | Ų              | U                |   |          |         |   | ļ   |      |   |   |
| 3. Urban Area identification (name and code)                |         |              | 359#           | 359#           | 359#             |   |          |         |   |     |      |   |   |
| 4. Location: Existing, new or toll (E, N or T)              | E       | N            | N              | N              | N                |   |          |         |   |     | <br> |   |   |
| 5. Mileage increment: Code 1, 2, 3 or 4 6. Design speed (V) | 1       | 1            | 1              | 1              | 1                |   |          |         |   |     | <br> |   |   |
| 6. Design speed (V)   |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| 7. Traffic: <u>a. ADT 1967</u>                              |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| b. ADT 1975<br>c. ADT 1990                                  |         |              |                |                |                  |   |          |         |   |     |      |   |   |
|   | _       | •            |                | '              | ' -              |   |          |         |   |     |      |   |   |
| 8. Traffic: a. Design year (19 )                            | + COING | CIDENT       | MILEAGI        | E MAZITU       | T 15 -           |   | ļ        |         | ļ |     |      |   |   |
| b. ADT Design year  | T COUNT | JULINI       | WITELAGI       | E AALLU        | 1 12             |   |          |         |   |     | <br> |   |   |
| c. DHV Design year  | +       | ^F T         | 15 505         | DATA           | _                |   |          |         |   |     |      |   |   |
| d. D Directional distribution factors                       | 1       | SEE I        | 15 FUE         | Y DATA         | _                |   |          |         | ļ |     |      |   |   |
| e. T Percent trucks design year (DHV)                       | +       |              |                |                |                  |   |          |         |   |     | <br> |   |   |
| f. T Percent trucks design year (ADT)                       |         |              |                | ļ              |                  | _ |          |         |   | 1   |      |   |   |
| g. Assigned Corridor ADT design year                        |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| 9. Number of through traffic lanes (Design yr trf)          |         |              |                |                |                  |   |          |         | 1 |     |      |   |   |
| 10. Mileage without frontage roads                          | ļ       |              |                |                |                  |   |          |         |   | ļ., |      |   |   |
| ll. Mileage with frontage road one side only                |         |              |                |                |                  |   | ļ        |         |   |     |      |   |   |
| 12. Mileage with frontage roads on both sides               |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| 13. Typical cross-section reference                         |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| 14. Right-of-Way Width: Minimum                             |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| Prevailing  |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| L5. Median Width:Minimum                                    |         |              |                |                |                  |   |          |         |   |     |      |   |   |
| Prevailing  |         |              |                |                |                  |   |          |         |   |     |      | 1 |   |

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|       |         | Sheet _   | 6 | _ of _ | 12 | Shee |  |  |

|  |                  |         |         |         |       |       |       | . <u>-</u> |       |           |          |      |        |        |
|--|------------------|---------|---------|---------|-------|-------|-------|------------|-------|-----------|----------|------|--------|--------|
|  | ESTIMATE SECTION |         |         |         |       |       |       |            |       |           |          |      |        |        |
|  | B10              | B12.3.1 | B12.3.2 | B13.0.1 |       | B14.1 | B14.2 | B15        | B16   | B17.1     | B18      | Cl   | C2     | C3.1.1 |
| ITEM   | B12.3.1          | B12.3.2 | B13.0.1 | B13.0.2 | B14.1 | B14.2 | B15   | B16        | B17.1 | B18       | C1       | C2   | C3.1.1 | 03.1.2 |
|  |                  | 23      | 23      | 23      | 23    | 23    | 23    | 23         | 20    | 23        | 23       | 21   | 20     | .20    |
| 1. Section Length, miles (0.1)                     |                  | 3.1     | 2.6     | 2.3     | 4.7   | 2.4   | 7.1   | 2.5        | 4.9   | 10.4      | 4.6      | 2.4  | 3.1    | 1.2    |
| 2. Class: Rural or Urban (R or U)                  |                  | R       | R       | R       | R     | R     | R     | R          | R     | R         | R        | R    | R      | R      |
| 3. Urban Area identification (name and code)       |                  |         |         |         |       |       |       |            |       |           |          |      |        |        |
| 4. Location: Existing, new or toll (E, N or T)     |                  | N       | N       | N       | И     | N     | N     | N          | E     | N         | <u>N</u> | N    | N      | N      |
| 5. Mileage increment: Code 1, 2, 3 or 4            |                  | 1       | 1       | 1       | 1     | 1     | 1     | 1          | 1     | 1         | 1        | 1    | 11     | 1      |
| 6. Design speed (V)                                |                  | 60      | 50      | 50      | 50    | 60    | 60    | 70         | 70    | 50        | 60       | 60   | 70     | 70     |
| 7. Traffic: <u>a. ADT 1967</u>                     | 100              | 2375    | 1625    | 1590    | 1590  | 1590  | 1643  | 1643       | 1643  | 1372      | 1393     | 1393 | 2284   | 2284   |
| b. ADT 1975  | H                | 5250    | 3500    | 3400    | 3400  | 3400  | 3500  | 3500       | 3500  | 2950      | 3000     | 3000 | 4900   | 4900   |
| c. ADT 1990  | F=1              | 7450    | 4850    | 4750    | 4750  | 4750  | 4900  | 4900       | 4900  | 4100      | 4150     | 4150 | 6850   | 6850   |
| 8. Traffic: a. Design year (19 )                   | Ē                | 75      | 84      | 84      | 84    | 84    | 84    | 84         | 87    | 88        | 88       | 88   | 87     | 87     |
| b. ADT Design year                                 |                  | 5250    | 4300    | 4200    | 4200  | 4200  | 4350  | 4350       | 4650  | 3950      | 4000     | 4000 | 6450   | 6450   |
| c. DHV Design year                                 | [                | 980     | 570     | 550     | 550   | 550   | 570   | 570        | 610   | 520       | 530      | 530  | 900    | 900    |
| d. D Directional distribution factors              | 된                | 55      | 55      | 55      | 55    | 55    | 55    | 55         | 55    | 55        | 55       | 55   | 55     | 55     |
| e. T Percent trucks design year (DHV)              |                  | 10      | 10      | 10      | 10    | 10    | 10    | 10         | 10    | 9         | 9        | 9    | 10     | 10     |
| f. T Percent trucks design year (ADT)              | (=)              | 16      | 16      | 16      | 16    | 16    | 16    | 16         | 16    | 13        | 13       | 13   | 15     | _15    |
| g. Assigned Corridor ADT design year               | Ğ                |         |         |         |       |       |       |            |       |           |          |      |        |        |
| 9. Number of through traffic lanes (Design yr trf) | E                | 4       | 4       | 4       | 4     | 4     | 4     | 4          | 4     | 4         | 4        | 4    | 4      | 4      |
| 10. Mileage without frontage roads                 | H                | 1.4     | 2.6     | 0.8     | 4.7   | 0.5   | 4.6   | 2.5        |       |           | 4.1      | 2.4  | 2.1    | 1.2    |
| 11. Mileage with frontage road one side only       |                  | 1.7     |         | 1.5     |       |       | 2.5   |            | 3.4   | 10.0      |          |      | 1.0    |        |
| 12. Mileage with frontage roads on both sides      | Z                |         |         |         |       | 1.9   |       |            | 1.5   | 0.4       | 0.5      |      |        |        |
| 13. Typical cross-section reference                | 9                | 31      | 40      | 40      | 40    | 40    | 30    | 30         | 30    | 30<br>260 | 30       | 30   | 31     | 31     |
| 14. Right-of-Way Width: Minimum                    | (C)              | 260     | 260     | 400     | 290   | 240   | 310   | 270        | 250   |           | 300      | 310  | 250    | 300    |
| Prevailing   | Ī                | 360     | 340     | 400     | 350   | 300   | 360   | 360        | 340   | 300       | 320      | 320  | 320    | 300    |
| 15. Median Width: Minimum                          | 55               | 8       | 8       | 8       | 8     | 8     | 76    | 76         | 46    | 10        | 76       | 76   | 76     | 76     |
| Prevailing   |                  | 76      | 8       | 8       | 8     | 8     | 76    | 76         | 46    | 76        | 76       | 76   | 76     | 76_    |

| STATE | MONTANA | INTERS | TATE ROUT | E NO | (  | 90    |
|-------|---------|--------|-----------|------|----|-------|
|       |         | Sheet  | 7         | of   | 12 | Sheet |

|  | DOBLINAME OF OUT ON |      |      |            |      |              |       |       |      |      |           |          |       |       |
|--|---------------------|------|------|------------|------|--------------|-------|-------|------|------|-----------|----------|-------|-------|
|  | ESTIMATE SECTION    |      |      |            |      |              |       |       |      |      |           |          |       |       |
| TOTAL  | C3.1.2              | C4.2 | C5.1 | C5.2<br>C6 | C6.1 | C6.1<br>C7.1 | C7.1  | C7.2  | C8.1 | C8.2 | C9<br>C10 | C10      | Cll   | C11.1 |
| ITEM   | 04.2                | C5.1 | C5.2 |            |      |              | C7.2  | C8.1  | C8.2 | C9   |           | C11      | C11.1 | C12.1 |
|  | 23                  | 23   | 23   | 23         | 23   | 23           | 23    | 23    | 22   | 22   | 22        | 23       | 23    | 23    |
| 1. Section Length, miles (0.1)                     | 10.7                | 9.5  | 8.4  | 0.8        | 0.9  | 0.8          | 3.0   | 1.1   | 4.2  | 3.1  | 5.1       | 3.4      | 2.3   | 0.9   |
| 2. Class: Rural or Urban (R or U)                  | R                   | R    | R    | R          | U*   | Ŭ÷           | R     | R     | R    | R    | R         | R        | R     | ж     |
| 3. Urban Area identification (name and code)       |                     |      |      |            | 358# | 358#         |       |       |      |      |           |          |       | 362#  |
| 4. Location: Existing, new or toll (E, N or T)     | N                   | И    | N    | N          | N    | N            | N     | N     | E    | E    | E         | N        | N     | N     |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1                   | 1    | 1    | 1          | 1    | 1            | 11    | 1     | 1    | 1    | 1         | 1        | 1     | 11    |
| 6. Design speed (V)                                | 60                  | 70   | 70   | 70         | 70   | 70           | 60    | 70    | 50   | 50   | 50        | 60       | 60    | 60    |
| 7. Traffic: <u>a. ADT 1967</u>                     | 2778                | 3013 | 3013 | 1556       | 1556 | 3716         | 3716  | 3716  | 2750 | 2652 | 2622      | 2622     | 2622  | 2040  |
| b. ADT 1975  | 5950                | 6450 | 6450 | 3350       | 3350 | 7950         | 7950  | 7950  | 5900 | 5700 | 5600      | 5600     | 5600  | 4350  |
| c. ADT 1990  | 8300                | 9000 | 9000 | 4650       | 4650 | 11100        | 11100 | 11100 | 8200 | 7950 | 7850      | 7850     | 7850  | 6100  |
| 8. Traffic: a. Design year (19 )                   | 75                  | 84   | 84   | 89         | 89   | 89           | 89    | 75    | 75   | 91   | 91        | 91       | . 75. | 75    |
| b. ADT Design year                                 | 5950                | 8000 | 8000 | 4550       | 4550 | 10950        | 10950 | 7950  | 5900 | 8100 | 8000      | 8000     | 5600  | 4350  |
| c. DHV Design year                                 | 830                 | 1110 | 1110 | 630        | 630  | 1520         | 1520  | 1100  | 820  | 1130 | 1110      | 1110     | 780   | 600   |
| d. D Directional distribution factors              | 55                  | 55   | 55   | 55         | 55   | 55           | 55    | 55    | 55   | 55   | 55        | 55       | 55    | 55    |
| e. T Percent trucks design year (DHV)              | 8                   | 8    | 8    | 8          | 8    | 10           | 10    | 10    | 10   | 10   | 10        | 10       | 10    | 10    |
| f. T Percent trucks design year (ADT)              | 12                  | 12   | 12   | 12         | 12   | 15           | 15    | 15    | 15   | 15   | 15        | 15       | 15    | 15    |
| g. Assigned Corridor ADT design year               |                     |      |      |            |      |              |       |       |      |      |           |          |       |       |
| 9. Number of through traffic lanes (Design yr trf) | 4                   | 4    | 4    | 4          | 4    | 4            | 4     | 4     | 4    | 4    | 4         | 4        | 4     | 4     |
| 10. Mileage without frontage roads                 | 7.2                 | 5.0  | 5.2  | 0.8        | 0.9  | 0.2          |       | '     | 4.2  | 2.4  |           | <u> </u> | 0.7   | 0.9   |
| 11. Mileage with frontage road one side only       | 3.5                 | 4.5  | 3.2  |            |      | 0.6          | 3.0   | 1.1   |      | 0.7  | 5.1       | 3.4      | 1.6   |       |
| 12. Mileage with frontage roads on both sides      |                     |      |      |            |      |              |       |       |      |      |           |          |       |       |
| 13. Typical cross-section reference                | 31                  | 31   | 31   | 31         | 31   | 31           | 31    | 30    | 42   | 30   | 30        | 30       | 30    | 30    |
| 14. Right-of-Way Width: Minimum                    | 300                 | 300  | 300  | 220        | 220  | 220          | 220   | 300   | 300  | 320  | 280       | 280      | 300   | 300   |
| Prevailing   | 300                 | 300  | 300  | 270        | 270  | 270          | 270   | 300   | 300  | 380  | 500       | 500      | 300   | 300   |
| 15. Median Width: Minimum                          | 76                  | 76   | 76   | 36         | 36   | 36           | 36    | 10    | 10   | 76   | 46        | 46       | 46    | 46    |
| Prevailing   | 76                  | 76   | 76   | 36         | 36   | 36           | 36    | 10    | 10   | 76   | 76        | 76       | 46    | 46    |

<sup>#</sup> Bozeman 358
# Livingston 362
\* Section is comparable to a corresponding section in the 1968 Estimate.

| STATE | MONT AN A |  |  |  | INTERSI | ATE ROUT | E NO.  |    | 90_   |
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|       |           |  |  |  | Sheet _ | 8        | _ of _ | 12 | Sheet |

|  |       |      |       |       |       |       | ESTIMATE | SECTION |       |      |      |      |      |      |
|--|-------|------|-------|-------|-------|-------|----------|---------|-------|------|------|------|------|------|
|  | C12.1 | C13  | C14   | C15.1 | C15.2 | C15.3 | D1       | D2      | D3.1  | D3.2 | D4.1 | D4.2 | D5.1 | D5.2 |
| ITEM   | C13   | C14  | C15.1 | C15.2 | C15.3 | Dl    | D2       | D3.1    | _D3.2 | D4.1 | D4.2 | D5.1 | D5.2 | D5.3 |
|  | 23    | 23   | 22    | 22    | 22    | 22    | 22       | 23      | 23    | 23   | 23   | 23   | 23   | 23   |
| 1. Section Length, miles (0.1)                     | 0.9   | 3.5  | 3.4   | 9.1   | 3.3   | 0.6   | 13.1     | 3.4     | 5.4   | 3.2  | 9.8  | 1.0  | 0.3  | 1.8  |
| 2. Class: Rural or Urban (R or U)                  | R     | R    | R     | R     | R     | R     | R        | R       | R     | R    | R    | R    | R    | R    |
| 3. Urban Area identification (name and code)       |       |      |       |       |       |       |          |         |       |      |      |      |      |      |
| 4. Location: Existing, new or toll (E, N or T)     | N     | N    | E     | E     | E     | E     | E        | N       | N     | N    | N    | N    | N    | N    |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1     | 1    | 1     | 1     | 1     | 1     | 1        | 1       | 1     | 1    | 1    | 1    | 1    | 1    |
| 6. Design speed (V)                                | 60    | 60   | 70    | 70    | 50    | 70    | 70       | 70      | 70    | 70   | 70   | 70   | 70   | 60   |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1472  | 1472 | 2930  | 2250  | 2206  | 2184  | 2342     | 2342    | 2453  | 2453 | 2142 | 1867 | 1867 | 1890 |
| _b. ADT 1975                                       | 3150  | 3150 | 6250  | 4800  | 4700  | 4650  | 5000     | 5000    | 5250  | 5250 | 4600 | 4000 | 4000 | 4050 |
| c. ADT 1990  | 4400  | 4400 | 8750  | 6750  | 6600  | 6550  | 7000     | 7000    | 7350  | 7350 | 6400 | 5600 | 5600 | 5650 |
| 8. Traffic: a. Design year (19 )                   | 75    | 75   | 75    | 93    | 75    | 93    | 93       | 91      | 91    | 90   | 90   | 90   | 90   | 75   |
| b. ADT Design year                                 | 3150  | 3150 | 6250  | 7150  | 4700  | 6900  | 7400     | 7150    | 7500  | 7350 | 6400 | 5600 | 5600 | 4050 |
| c. DHV Design year                                 | 440   | 440  | 870   | 990   | 650   | 960   | 1050     | 990     | 1040  | 1020 | 890  | 780  | 780  | 560  |
| d. D Directional distribution factors              | 55    | 55   | 55    | 55    | 55    | 55    | 55       | 55      | 55    | 55   | 55   | 55   | 55   | 55   |
| e. T Percent trucks design year (DHV)              | 10    | 10   | 10    | 11    | 11    | 11    | 10       | 10      | 10    | 10   | 10   | 10   | 10   | 11   |
| f. T Percent trucks design year (ADT)              | 15    | 15   | 15    | 16    | 16    | 16    | 15       | 15      | 15    | 15   | 15   | 15   | 15   | 16   |
| g. Assigned Corridor ADT design year               |       |      |       |       |       |       |          |         |       |      |      |      |      |      |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4    | 4     | 4     | 4     | 4     | 4        | 4       | 4     | 4    | 4    | 4    | 4    | 4    |
| 10. Mileage without frontage roads                 | 0.9   | 3.5  |       | 2.1   | 3.3   | 0.2   | ·        | 2.5     |       |      |      |      |      |      |
| 11. Mileage with frontage road one side only       |       |      | 3.4   | 5.0   |       |       | 8.4      | 0.4     | 5.4   | 2.9  | 5.3  | 0.2  | 0.3  | 1.8  |
| 12. Mileage with frontage roads on both sides      |       |      |       | 2.0   |       | 0.4   | 4.7      | 0.5     |       | 0.3  | 4.5  | 0.8  |      |      |
| 13. Typical cross-section reference                | 30    | 30   | 30    | 20    | 50    | 30    | 30       | 30      | 30    | 30   | 30   | 20   | 20   | 30   |
| 14. Right-of-Way Width: Minimum                    | 300   | 300  | 300   | 300   | 300   | 285   | 285      | 285     | 285   | 300  | 300  | 300  | 300  | 300  |
| Prevailing   | 300   | 300  | 300   | 350   | 450   | 350   | 350      | 350     | 350   | 400  | 400  | 400  | 400  | 300  |
| 15. Median Width: Minimum                          | 46    | 46   | 46    | 46    | 10    | 76    | 76       | 76      | 76    | 76   | 76   | 76   | 76   | 46   |
| Prevailing   | 46    | 46   | 46    | 46    | 10    | 76    | 76       | 76      | 76    | 76   | 76   | 76   | 76   | 46   |

| STATE | MONT ANA | INTERS  | rate Rou | TE NO. |    | 90   | _  |
|-------|----------|---------|----------|--------|----|------|----|
|       |          | Sheet , | 9        | of _   | 12 | Shee | et |

|  |      |       |      |      |      |      | ESTIMATE |       |       |       |           |       |                |            |
|--|------|-------|------|------|------|------|----------|-------|-------|-------|-----------|-------|----------------|------------|
|  | D5.3 | D6    | D7.1 | D7.2 | D8   | D8.1 | D9       | D9.1  | D10.1 | D10.2 | D11       | D12   | D13.1<br>D13.2 | D13.2      |
| ITEM   | D6   | D7.1  | D7.2 | D8   | D8.1 | D9   | D9.1     | D10.1 | D10.2 | D11   | D12       | D13.1 | D13.2          | D13.3      |
|  | 22   | 23    | 22   | 23   | 23   | 23   | 23       | 23    | 23    | 23    | 23        | 23    | 23             | 22         |
| 1. Section Length, miles (0.1)                     | 3.0  | 3.0   | 1.5  | 8.2  | 1.3  | 4.2  | 3.1      | 6.1   | 3.1   | 3.1   | 4.9       | 3.9   | 1.4            | 5.2        |
| 2. Class: Rural or Urban (R or U)                  | R    | R     | R    | R    | R    | R    | R        | R     | R     | R     | R         | R     | R              | R          |
| 3. Urban Area identification (name and code)       |      |       |      |      |      |      |          |       |       |       |           |       |                |            |
| 4. Location: Existing, new or toll (E, N or T)     | E    | И     | E    | N    | N    | N    | N        | N     | N     | N     | N         | N     | N              | E          |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1     | 1    | 11   | 1    | 1    | 1        | 1     | 1     | 1     | 1         | 1     | 1              | 1          |
| 6. Design speed (V)                                | 70   | 60    | 70   | 50   | 60   | 60   | 60       | 60    | 70    | 70    | 70        | 70    | 70             | 70         |
| 7. Traffic: a. ADT 1967                            | 1890 | 1921  | 1921 | 2168 | 2168 | 2603 | 2603     | 2603  | 2603  | 2970  | 2970      | 3958  | 6148           | 6148       |
| b. ADT 1975  | 4050 | _4100 | 4100 | 4650 | 4650 | 5550 | 5550     | 5550  | 5550  | 6550  | 6550      | 9200  | 14250          | 14250      |
| c. ADT 1990  | 5650 | 5750  | 5750 | 6500 | 6500 | 7800 | 7800     | 7800  | 7800  | 9350  | 9350      | 13600 | 21100          | 21100      |
| 8. Traffic: a. Design year (19)                    | 93   | 93    | 90   | 90   | 90   | 89   | 89       | 89    | 89    | .85   | 85        | 75    | 75             | 75         |
| b. ADT Design year                                 | 6000 | 6100  | 5750 | 6500 | 6500 | 7650 | 7650     | 7650  | 7650  | 8400  | 8400      | 9200  | 14250          | 14250      |
| c. DHV Design year                                 | 830  | 850   | 800  | 900  | 900  | 830  | 830      | 830   | 830   | 920   | 920       | 1000  | 1550           | 1550       |
| d. D Directional distribution factors              | 55   | 55    | 55   | 55   | 55   | 55   | 55       | 55    | 55    | 55    | 55        | 60    | 60             | 60         |
| e. T Percent trucks design year (DHV)              | 11   | 11    | 11   | 11   | _11  | 11_  | 11       | 11    | 11    | 11    | 11        | 8     | 8              | 8          |
| f. T Percent trucks design year (ADT)              | 16   | 16    | 16   | 16   | 16   | 16   | _16      | 16    | 16    | 16    | 16        | 13    | 13             | 13         |
| g. Assigned Corridor ADT design year               |      |       |      |      |      |      |          |       |       |       | ì         |       |                |            |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4     | 4    | 4    | 4    | 4    | 4        | 4     | 4     | 4     | 4         | 4     | 4              | 4          |
| 10. Mileage without frontage roads                 | 1.0  | 1.8   | 0.1  | •    | ·    |      |          |       |       |       | 1.3       |       |                |            |
| 11. Mileage with frontage road one side only       | 2.0  | 1.2   | 1.4  | 6.5  | 0.6  | 4.2  | 3.1      | 4.6   | 1.0   | 1.7   | 3.6       |       | 0.2            |            |
| 12. Mileage with frontage roads on both sides      |      |       |      | 1.7  | 0.7  |      |          | 1.5   | 2.1   | 1.4   |           | 3.9   | 1.2            | 5.2        |
| 13. Typical cross-section reference                | 20   | 20    | 20   | 30   | 30   | 30   | 30       | 30    | 30    | 30    | 30<br>300 | 30    | 30             | 30         |
| 14. Right-of-Way Width: Minimum                    | 250  | 250   | 260  | 210  | 300  | 300  | 300      | 300   | 300   | 300   |           | 300   | 300            | 300<br>300 |
| Prevailing   | 300  | 300   | 350  | 500  | 300  | 300  | 300      | 300   | 300   | 300   | 300       | 300   | 300            | 300        |
| 15. Median Width: Minimum                          | 46   | 46    | 76   | 76   | 76   | 76   | 46       | 46    | 46    | 46    | 50        | 50    | 50             | 50         |
| Prevailing   | 46   | 46    | 76   | 76   | 76   | 76   | 46       | 46    | 46    | 46    | 50        | 50    | 50             | 50         |

| STATE | MONTANA | INTERS | TATE ROUT | E NO | 9  | 0     |
|-------|---------|--------|-----------|------|----|-------|
|       |         | Sheet  | 10        | of   | 12 | Sheet |

|  | γ         |         |         |         |       |       |          |      |      |      |      |      |      |            |
|--|-----------|---------|---------|---------|-------|-------|----------|------|------|------|------|------|------|------------|
|  |           |         |         |         |       |       | ESTIMATE |      |      |      |      |      |      |            |
|  | D13.3     | D14.0.1 | D14.0.2 | D14.0.3 | D15.1 | D15.2 | D15.3    | ML   | M2   | M3   | M4   | M5   | M6   | M7         |
| ITEM   | D14.0.1   | D14.0.2 | D14.0.3 | D15.1   | D15.2 | D15.3 | D16=ML   | M2   | M3   | M4   | M5   | M6   | M7   | M8.0.1     |
|  | 22        | 23      | 23      | 23      | 23    | 23    | 23       | 23   | 23   | 23   | 23   | 23   | 23   | 21         |
| 1. Section Length, miles (0.1)                     | 0.9       | 1.2     | 3.0     | 2.4     | 1.2   | 2.0   | 1.6      | 6.0  | 5.5  | 2.5  | 2.3  | 4.3  | 8.6  | 6.2        |
| 2. Class: Rural or Urban (R or U)                  | U*        | Пж      | Π×      |         | Ũ÷    | Ų.    | R        | R    | R    | R    | R    | R    | R    | R          |
| 3. Urban Area identification (name and code)       | 356#      | 356#    | 356#    | 356#    | 356#  | 356#  |          |      |      |      |      |      |      |            |
| 4. Location: Existing, new or toll (E, N or T)     | E         | N       | N       | N       | N     | N     | N        | N    | N    | N    | N    | N    | N    | N          |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1         | 1       | 1       | 1       | 1     | 1     | 1        | 1    | 1    | 1    | 1    | 1    | 1    | 1          |
| 6. Design speed (V)                                | 70        | 70      | 70      | 70      | 60    | 70    | 70       | 50   | 50   | 70   | 60   | 60   | 60   | 60         |
| 7. Traffic: a. ADT 1967                            | 6148      | 2179    | 2179    | 2604    | 3891  | 3891  | 3891     | 1706 | 1680 | 1680 | 1625 | 1625 | 1650 | 1650       |
| b. ADT 1975  | 14250     | 5050    | 5050    | 6050    | 8550  | 8550  | 8550     | 3650 | 3600 | 3600 | 3500 | 3500 | 3550 | 3550       |
| c. ADT 1990  | 21100     | 7450    | 7450    | 8950    | 12200 | 12200 | 12200    | 5100 | 5000 | 5000 | 4850 | 4850 | 4950 | 4950       |
| 8. Traffic: a. Design year (19 )                   | 75        | 75      | 84      | 84      | 84    | 85    | 85       | 88   | 90   | 90   | 90   | 90   | 90   | 88         |
| b. ADT Design year                                 | 14250     | 5050    | 6500    | 7750    | 10750 | 10950 | 10950    | 4900 | 5000 | 5000 | 4850 | 4850 | 4950 | 4750       |
| c. DHV Design year                                 | 1550      | 550     | 710     | 840     | 1170  | 1190  | 1190     | 640  | 660  | 660  | 640  | 640  | 650  | 620        |
| d. D Directional distribution factors              | 60        | 60      | 60      | . 60    | 55    | 55    | 55       | 55   | 55   | 55   | 55   | 55   | 55   | 55         |
| e. T Percent trucks design year (DHV)              | 8         | 8       | 8       | 8       | 8     | 8     | _ 8      | 11   | 11   | 11   | 11   | 11   | 11   | 11         |
| f. T Percent trucks design year (ADT)              | 13        | 13      | 13      | 13      | 13    | 13    | 13       | 17   | 17   | 17   | 17   | 17   | 17   | 17         |
| g. Assigned Corridor ADT design year               |           |         |         |         |       |       |          |      |      |      |      |      |      |            |
| 9. Number of through traffic lanes (Design yr trf) | 4         | 4       | 4       | 4       | 4     | 4     | 4        | 4    | 4    | 4    | 4    | 4    | 4    | 4          |
| 10. Mileage without frontage roads                 |           |         |         |         | 0,9   |       |          | 3.0  |      |      | 2.3  | 3.0  | 5.4  |            |
| 11. Mileage with frontage road one side only       |           | 1.2     | 1.1     | 2.4     | 0.3   |       |          | 3.0  | 3.7  | 2.5  |      | 1.3  | 1.0  | 5.2        |
| 12. Mileage with frontage roads on both sides      | 0.9       |         | 1.9     |         |       | 2.0   | 1.6      |      | 1.8  |      |      |      | 2.2  | 1.0        |
| 13. Typical cross-section reference                | 30        | 30      | 30      | 30      | 30    | 30    | 30       | 30   | 30   | 30   | 30   | 30   | 30   | 30         |
| 14. Right-of-Way Width: Minimum                    | 300       | 300     | 300     | 300     | 300   | 300   | 300      | 310  | 375  | 375  | 375  | 300  | 300  | 300<br>300 |
| Prevailing   | 300       | 300     | 300     | 300     | 300   | 300   | 300      | 340  | 400  | 400  | 400  | 430  | 430  | 300<br>76  |
| 15. Median Width: Minimum                          | _ 50      | 50      | 50      | 50      | 50    | 50    | 50       | 46   | 76   | 76   | 76   | 76   | 76   | 76         |
| Prevailing   | 50        | 50      | 50      | 50      | 50    | 50    | 50       | 76   | . 76 | 76   | 76   | 176  | 176  | 76         |
|  | 4 D:11:00 |         |         |         |       |       |          |      |      |      |      |      |      |            |

<sup>#</sup> Billings
\* Section is comparable to a corresponding
section in the 1968 Estimate.

| STATE | MONTANA | INTERST | ATE ROUT | E NO. | 9  | 0     |
|-------|---------|---------|----------|-------|----|-------|
|       |         | Sheet _ | 11       | of _  | 12 | Sheet |

|  |              | <del>.</del> |            |           |            |            |            |              |              |            |            |            |            |            |
|--|--------------|--------------|------------|-----------|------------|------------|------------|--------------|--------------|------------|------------|------------|------------|------------|
|  |              |              |            |           |            |            | ESTIMATE   | SECTION      |              |            |            |            |            |            |
| ITEM   | M8.0.1<br>M9 | M9<br>MLO    | M10<br>M11 | M1<br>M12 | M12<br>M13 | M13<br>M14 | M14<br>M15 | M15<br>M15.1 | M.5.1<br>M.6 | M16<br>M17 | M.7<br>M.8 | M18<br>M19 | M19<br>M20 | M20<br>M21 |
|  | 23           | 22           | 22         | 22        | 22         | 22         | 22         | 22           | 23           | 23         | 23         | 23         | 23         | 23         |
| 1. Section Length, miles (0.1)                     | 8.0          | 2.4          | 0,7        | 5.1       | 0.9        | 1.7        | 0.8        | 4.6          | 2.0          | 10.4       | 1.4        | 12.7       | 5.6        | 4.6        |
| 2. Class: Rural or Urban (R or U)                  | R            | R            | R          | R         | R          | R          | R          | R            | R            | R          | R          | R          | R          | R          |
| 3. Urban Area identification (name and code)       |              |              |            |           |            |            |            |              |              |            |            |            |            |            |
| 4. Location: Existing, new or toll (E, N or T)     | N            | E            | E          | E         | E          | E          | E          | E            | N            | N          | N N        | N          | N          | N          |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1            | 1            | 1          | 11        | 1          | 1          | 1          | 1            | 1            | 1          | 1          | 1          | 1          | 1          |
| 6. Design speed (V)                                | 70           | 70           | 70         | 70        | 70         | 70         | 70         | 70           | 70           | 70         | 70         | 60         | 60         | 60         |
| 7. Traffic: <u>a. ADT 1967</u>                     | 2609         | 2609         | 2609       | 2507      | 2559       | 2559       | 1446       | 1446         | 1446         | 1373       | 1373       | 1299       | 1299       | 1137       |
| b. ADT 1975  | 5600         | 5600         | 5600       | 5350      | 5500       | 5500       | 3100       | 3100         | 3100         | 2950       | 2950       | 2800       | 2800       | 2450       |
| c. ADT 1990  | 7800         | 7800         | 7800       | 7500      | 7650       | 7650       | 4300       | 4300         | 4300         | 4100       | 4100       | 3900       | 3900       | 3400       |
| 8. Traffic: a. Design year (19 )                   | 88           | 88           | 75         | 93        | 75         | 91         | 75         | 91           | 91           | 92         | 92         | 93         | 92         | 92         |
| b. ADT Design year                                 | 7500         | 7500         | 5600       | 7950      | 5500       | 7800       | 3100       | 4400         | 4400         | 4250       | 4250       | 4100       | 4050       | 3550       |
| c. DHV Design year                                 | 980          | 980          | 730        | 1040      | 720        | 1020       | 410        | 580          | 580          | 560        | 560        | 540        | 530        | 470        |
| d. D Directional distribution factors              | 55           | 55           | 55         | 55        | 55         | 55         | 55         | 55           | 55           | 55         | 55         | 55         | 55         | 55         |
| e. T Percent trucks design year (DHV)              | 8            | 8            | 8          | 8         | 8          | 8          | 10         | 10           | 10           | 10         | 10         | 10         | 10         | 10         |
| f. T Percent trucks design year (ADT)              | 13           | 13           | 13         | 13        | 13         | 13_        | 15         | 15           | 15           | 15         | 15         | 15         | 15         | 16         |
| g. Assigned Corridor ADT design year               |              |              |            |           |            |            |            |              |              |            |            |            |            |            |
| 9. Number of through traffic lanes (Design yr trf) | 4            | 4            | 4          | 4         | 4          | 4          | 4          | 4            | 4_           | 4          | 4          | 4          | 4          | 4          |
| 10. Mileage without frontage roads                 |              |              |            |           |            |            |            |              | 0.7          |            |            |            |            |            |
| 11. Mileage with frontage road one side only       | 2.5          |              |            |           | 0.4        | 1.0        | 0.8        |              | 1.3          | 10.4       | 1.4        | 12.7       | 5.6        | 4.6        |
| 12. Mileage with frontage roads on both sides      | 5.5          | 2.4          | 0.7        | 5.1       | 0.5        | 0.7        |            | 4.6          |              |            |            |            |            |            |
| 13. Typical cross-section reference                | 30           | 20           | 30         | 20        | 50         | 30         | 20         | 20           | 30           | 30         | 30         | 30         | 30         | 30         |
| 14. Right-of-Way Width: Minimum                    | 270          | 270          | 300        | 240       | 300        | 300        | 320        | 320          | 320          | 300        | 300        | 300        | 300        | 300        |
| Prevailing   | 300          | 300          | 300        | 240       | 300        | 300        | 320        | 320          | 320          | 500        | 500        | 500        | 500        | 500        |
| 15. Median Width: Minimum                          | 56           | 56           | 56         | 56        | 26         | 56         | 46         | 46           | 46           | 76         | 76         | 76         | 76         | 76         |
| Prevailing   | 56           | 56           | 56         | 56        | 26         | 56         | 46         | 46           | 46           | 76         | 76         | 76         | 76         | 76         |

| STATE MONTANA | INTERSTATE ROUTE NO. | 90 |         |
|---------------|----------------------|----|---------|
|               | Sheet12 of           | 12 | _Sheets |

|   |      |                  |              |  | ESTIMATI | ESECTION    |             |             |              | SUBTOI       | AL   |                 |
|---|------|------------------|--------------|--|----------|-------------|-------------|-------------|--------------|--------------|--|-----------------|
| ITEM  |      |                  |              |  |          |             |             |             |              | RURAL        | URBAN  | TOTAL FOR ROUTE |
| 1. Section Length, miles (0.1)  |      |                  |              |  |          |             |             |             |              | 527.1        | 15.3   | 542.4           |
| 2. Class: Rural or Urban (R or U)   |      |                  |              |  |          |             |             |             |              |              |  |                 |
| 3. Urban Area identification (name and code)                                    |      |                  |              |  |          |             |             |             |              |              |  |                 |
| 4. Location: Existing, new or toll (E, N or T)                                  |      |                  |              |  |          |             |             |             |              |              |  |                 |
| 5. Mileage increment: Code 1, 2, 3 or 4   |      |                  |              |  |          |             |             |             |              |              |  |                 |
| 6. Design speed (V)   |      |                  |              |  |          |             | ļ           |             |              |              |  |                 |
| 7. Traffic: <u>a. ADT 1967</u>  |      | <br>             |              | <b></b>  |          |             |             |             | <b>_</b>     | ļ            | ļ  |                 |
| b. ADT 1975<br>c. ADT 1990  |      |                  | -            |  |          |             |             |             |              |              |  |                 |
| c. ADT 1990   |      | <br>             |              |  |          |             |             |             |              |              |  |                 |
| 8. Traffic: a. Design year (19 )  |      | <br><del> </del> |              | <del> </del>                                     |          |             |             |             | -            | <del> </del> | <del>                                     </del> |                 |
| b. ADT Design year  |      | <br>ļ            |              | 1  |          |             |             |             |              |              | 1  |                 |
| c. DHV Design year  |      |                  | -            |  | _        |             |             |             |              |              |  |                 |
| d. D Directional distribution factors   |      | <br><del> </del> | +            | +  |          |             |             |             | -            | ļ            | -  |                 |
| e. T Percent trucks design year (DHV)   | <br> | <br>             |              | <del></del>                                      |          |             | +           |             | <del> </del> | +            |  | -               |
| f. T Percent trucks design year (ADT)   |      | <br>             |              |  |          |             |             |             | +            | <del> </del> |  |                 |
| g. Assigned Corridor ADT design year  | <br> | <br>             | <del> </del> | <del>                                     </del> |          |             |             |             |              | +            |  |                 |
| 9. Number of through traffic lanes (Design yr trf)                              |      | -                | <del> </del> | <del> </del>                                     |          |             |             |             |              | 141.1        | 4.9  | 146.0           |
| 10. Mileage without frontage roads 11. Mileage with frontage road one side only |      |                  | -            | +  |          | +           | +           | <del></del> |              | 269.6        | 5.6  |                 |
| 12. Mileage with frontage road one side only                                    |      | <br>             |              | +  |          |             | <del></del> |             |              | 116.4        | 4.8  | 121.2           |
| 13. Typical cross-section reference   |      | <del></del>      |              |  |          | <del></del> | <del></del> |             | +            | 110.4        | 4.0  | 121.2           |
| 14. Right-of-Way Width: Minimum   |      | <br>             |              |  |          |             |             | <del></del> |              | 1            |  |                 |
| Prevailing  |      |                  |              |  |          |             |             | _           | 1            |              |  |                 |
| 15. Median Width: Minimum   |      | <br>             |              |  |          |             |             |             |              |              |  |                 |
| Prevailing  |      | <br>             |              |  |          |             |             |             |              |              |  |                 |

| Signature: Jesus Ma | 1 Chillians | State Highway Engineer | March 1, 1970 |
|---------------------|-------------|------------------------|---------------|
| State:              | Name        | Title                  | Date          |
| 142                 | tewart.     | Division Engineer      | March 1, 197  |
| BPR:                | Name        | Title                  | Date          |

| STATE | MONTANA |  |
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| INTERS | TATE | ROUTE | NO | 90 |        |
|--------|------|-------|----|----|--------|
| Sheet  | 1    | of    |    | .2 | Sheets |

|   |        |        |        |       |          | ESTIMA      | TE SECTION | N & FINANC | E CODE |              | <del></del>  |        |  |              |
|---|--------|--------|--------|-------|----------|-------------|------------|------------|--------|--------------|--------------|--------|--|--------------|
| ITEM  | Al     | A2.0.1 | A2.0.2 | A3.1  | A3.2     | A3.3        | A4         | A5.1       | A5.2   | A6           | A7           | A8.1   | A8.2.1   | A8.2.2       |
|   | A2.0.1 | A2.0.2 | A3.1   | A3.2  | A3.3     | A4          | A5.1       | A5.2       | A6     | A7           | A8.1         | A8.2.1 | A8.2.2   | A8.3         |
|   | 22     | 22     | 22     | 22    | 22       | 22          | 22         | 22         | 22     | 23           | 23           | 23     | 22   | 23           |
| Section Length, miles (0.1)                   | 4.2    | 3.0    | 3.7    | 5.4   | 5.4      | 0.2         | 5.2        | 4.5        | 0.9    | 1.1          | 0.2          | 0.9    | 3.4  | 4.2          |
| Class: Rural or Urban (R or U)                | R      | R      | R      | R     | R        | R           | R          | R          | R      | R            | R.           | R      | R  | R            |
| Urban Area identification (name and code)     |        |        |        |       |          |             |            |            |        |              |              |        |  |              |
| Location: Existing, new or toll (E, N or T)   | E      | E      | E      | E     | E        | E           | E          | E          | E      | N            | . N          | N      | E  | N            |
| Mileage increment: Code 1, 2, 3 or 4          | 1      | 1      | 1      | 1     | 1        | 1           | 1          | 1          | 1      | 1            | 1            | 1      | 1  | 1            |
| No. Lanes to be constructed this estimate     | 4      | 4      | 4      | 4     | 4        | 4           | 4          | 4          | 4      | 4            | 4            | 4      | 4  | 4            |
| No. Lanes to be improved this estimate        | 0      | 0      | 0      | 0     | 0        | 0           | 0          | 0          | 0      | 0            | 0            | 0      | 0  | 0            |
| No. through traffic lanes                     | 4      | 4      | 4      | 4     | 4        | 4           | 4          | 4          | 4      | _ 4          | 4            | 4      | 4  | 4            |
| Status of improvement October 31, 1969        | 4a(1)  | 4a(l)  | 4a(1)  | 4a(1) | 4a(1)    | 4a(1)       | 4a(3)      | 4a(3)      | 4a(1)  | 4a(1)        | 4a(1)        | 4a(1)  | 4a(3)  | 4a(3)        |
| WORK CLASSIFICATION                           |        |        |        |       |          |             |            |            |        |              |              |        |  |              |
| 1. Preliminary Engineering                    | 60     | 43     | 52     |       |          |             |            |            |        |              |              |        |  |              |
| 2. Right-of-Way                               |        |        |        |       |          |             |            |            |        |              |              |        |  |              |
| a. Right-of-Way and acquisition               |        |        |        |       |          |             | 22         | 29         | 143    | 35           | 9            | 47     | 24   | 96           |
| b. Relocation payments                        |        |        |        |       |          |             |            |            | 25     |              |              |        |  |              |
| 3. Clear & grub; demolition                   | 190    | 136    | 167    | 244   | 244      | 9           | 235        | 204        | 41     | 50           |              | 41     | 154  | 158          |
| 4. Utility adjustments                        |        |        |        |       |          | <del></del> | 40         | 51         | 16     | 16           | 8            | 16     | 48   | 25           |
| 5. Grade & drain; minor structures            | 2342   | 1135   | 1253   | 1871  | 349      | 124         | 3242       | 2447       | 184    | 332          |              | 175    | 673  | 688          |
| 6. Subbase; base; surfacing; shoulders        | 884    | 579    | 693    | 1062  | 743      | 27          | 705        | 603        | 135    | 156          |              | 172    | 612  | 521          |
| 7. R.R. grade separations                     | 138    | 292    |        | 1002  | 742      | 2.1         | , 102      |            |        | 1            | 1            | 1      | 012  | 476          |
| 8. Highway grade separations without ramps    |        | 105    |        | _     |          |             |            |            | 171    |              |              | †      | -  | 1 7/0        |
| 9. Interchanges                               | 829    | 267    | 281    | 272   | 259      | 259         | 289        | 589        |        | 291          |              | 1      |  | 91           |
| 10. Other bridges; tunnels                    | 02/    | 201    | 405    | 2/2   |          | 27/         | 2879       | 1665       | 155    | 642          | 1841         |        |  | 2205         |
| 11. Walls                                     |        | _      | 407    |       |          |             | • 63       | 1000       | 1      | 042          | 1041         |        | <del>                                     </del> | 220)         |
| 12. Traffic control and safety improvements   |        |        |        |       |          |             | - 0)       |            | 1      |              |              | -      |  | 1            |
| .a.Guardrail; fencing; lighting; traffic      |        |        |        |       |          |             | •          |            |        |              |              |        |  |              |
| control devices                               | 218    | 176    | 230    | 158   | 114      | 12          | 221        | 197        | 70     | 107          |              | 22     | 130  | 142          |
| b. Motorist service signs                     | 210    | 170    | 2,00   | 1,70  | 114      | 上た          | 221        | 177        | 70     | 107          |              | 22     | 1,00   | 142          |
| c. Safety improvements on completed sections  |        |        |        |       |          |             |            |            | -      |              |              |        | -  | 1            |
| 13. Roadside improvement                      | -      |        |        |       |          |             |            |            |        |              | -            |        |  | 1            |
| a. Erosion Control                            | 32     | 23     | 28     | 41    | 41       |             | 39         | 34         | 7      | 8            |              | 7      | 26   | 32           |
| b Landscaping                                 | )2     | - 2)   | 20     |       |          |             |            |            | ,      |              | <del> </del> | +      |  | 1            |
| c_Rest_Areas                                  |        | 175    |        |       | <u> </u> | 104         |            |            |        | <del> </del> |              | -      |  | 1            |
|   |        | 1/)    |        |       |          | 104         |            |            |        | 1            |              |        |  | <del> </del> |
| d. Scenic overlooks All other items           |        |        | 424    |       |          |             | 200        | 150        | 38     |              |              |        |  | 57           |
| 15. Subtotal, lines 3 to 14                   | 1622   | 2888   |        | 2610  | 17750    | E 2 E       | 7913       | 5940       |        | 1602         | 1849         | 433    | 1643   |              |
| 16. Construction Engineering & Contingencies, | 4633   | 2000   | 3481   | 3648  | 1750     | 535         | 7713       | 7740       | 017    | 1002         | 1049         | 422    | 104)   | 4277         |
| 10% of Line 15                                | 160    | 200    | 210    | 265   | 177      | 6.          | 701        | 501        | 82     | 160          | 185          | 43     | 164  | 440          |
|   | 463    | 289    | 348    | 365   | 175      | 54          | 791        | 594        | 82     | 100          | 102          | 43     | 104  | 440          |
| 17. Total Cost of Construction,               | 500/   | 01.00  | 0,000  | 107.0 | 7.00     |             | drio       | (52)       | doo    | 177/0        | 2021         | 177/   | 1807   | 4835         |
| Lines 15 & 16                                 | 5096   | 3177   | 3829   | 4013  | 1925     | 589         | 8704       | 6534       | 899    | 1762         | 2034         | 476    |  |              |
| 18. Total Estimate Cost, line 1, 2 & 17       | 5156   | 3220   | 3881   | 4013  | 1925     | 589         | 8726       | 6563       | 1067   | 1797         | 2043         | 523    | 1831   | 4931         |

| STATE | MONTANA |  |
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| INTERS | TATE | ROUTE | NO | 90 |        |
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| Sheet  | 2    | 01    | f  | 12 | Sheets |

|   |             | _      |        |             |  | EST IMA | TE SECTION | N & FINANC                                       | E CODE       |          |  |              |  |          |
|---|-------------|--------|--------|-------------|--|---------|------------|--|--------------|----------|--|--------------|--|----------|
| ITEM  | A8.3        | A9.1   | A9.2   | A9.3        | A10  | All     | A12.1      | A12.2  | A12.3        | A13.1    | A13.3  | A14          | A15.0.1  | A15.0.2  |
|   | A9.1        | A9.2   | A9.3   | A10         | All  | A12.1   | A12.2      | A12.3  | A13.1        | A13.3    | A14  | A15.0.1      | A15.0.2  |          |
|   | 22          | 23     | 23     | 23          | 22   | 23      | 23         | 22   | 22           | 23       | 23   | 22           | 23   | 23       |
| Section Length, miles (0.1)                   | 1.4         | 2.3    | 1.2    | 1.8         | 3.9  | 5.7     | 2.1        | 2.0  | 1.7          | 1.5      | 4.3  | 3.7          | 1.1  | 1.7      |
| Class: Rural or Urban (R or U)                | R           | R      | R      | R           | R  | R       | R          | R  | R            | R        | R  | R.           | R  | R        |
| Urban Area identification (name and code)     |             |        |        |             |  |         |            |  |              |          |  |              |  |          |
| Location: Existing, new or toll (E, N or T)   | E           | N      | И      | N           | E  | N       | N          | E  | E            | N        | N  | E            | N  | И        |
| Mileage increment: Code 1, 2, 3 or 4          | 1           | 1      | 1      | 1           | 1  | 1       | 1          |  | 1            | 1        | 1  | 1            | 1  | 1        |
| No. Lanes to be constructed this estimate     | 2           | 2      |        |             |  |         |            |  | 2            | 2        | 2  | 2            |  | 2        |
| No. Lanes to be improved this estimate        | 0           | 0      | 0      | 0_          | 0  | 0       |            | 0  | 0            | 0        | 0  | 0            | 0  | Õ        |
| No. through traffic lanes                     | 4           | 4      | 4      | 4           | 4  | 4       | 4          | 4  | 4            | 4        | 4  | 4            | 1.   | /:       |
| Status of improvement October 31, 1969        | 2a(2)f      | 2a(2)f | la(1)f | la(1)f      | la(1)f   | la(1)f  | la(1)f     | la(1)f   | 2a(2)f       | 2a(2)f   | 2a(2)f   | 2a(2)f       | la(1)f   | 2a(2)f   |
| WORK CLASSIFICATION                           |             |        |        |             |  |         |            |  |              | 77.77.77 | 1  |              |  | 10011011 |
| 1. Preliminary Engineering                    | 1           | 1      | 2      |             |  | 1       |            | 1  | 24           | 22       | 63   | 53           | 2  | 36       |
| 2. Right-of-Way                               |             | _      |        |             |  |         |            |  |              |          |  |              |  |          |
| a. Right-of-Way and acquisition               | 16          | 24     |        |             |  |         |            |  | 8            | 3        | 39   | 9            |  | 5        |
| b. Relocation payments                        |             |        |        |             |  |         |            |  |              |          |  |              |  | 1        |
| 3. Clear & grub; demolition                   | 23          | 46     |        |             |  |         |            |  | 18           | 23       | 99   | 46           |  |          |
| 4. Utility adjustments                        | ~           | 130    |        |             | 1  |         | -          |  | 5            | 2        |  | 5            |  | 5        |
| 5. Grade & drain; minor structures            | 249         | 323    |        |             | <del> </del>                                     |         |            |  | 286          | 194      | 630  | 486          |  | 112      |
| 6. Subbase; base; surfacing; shoulders        | 151         | 163    |        |             |  |         |            |  | 140          | 100      |  | 305          |  | 114      |
| 7. R.R. grade separations                     |             | 102    |        |             | <del> </del>                                     |         |            | <del> </del>                                     | 140          | 498      | 89   | 707          |  | 774      |
| 8. Highway grade separations without ramps    |             | 42     |        |             |  |         | 1          |  |              | 4 /0     |  |              |  | 1        |
| 9. Interchanges                               | 91          | 42     |        |             | <del> </del>                                     |         |            |  |              |          | 152  |              |  |          |
| 10. Other bridges; tunnels                    | 2415        | 685    |        |             | <del>                                     </del> |         |            |  | -            | 1014     | 602  |              | <del> </del>                                     |          |
| II. Walls                                     | 2417        | 007    |        |             |  |         |            | <del> </del>                                     |              | 1014     | 002  | <del> </del> | <del>                                     </del> | 1        |
| 12. Traffic control and safety improvements   |             | •      |        |             | <del> </del>                                     |         |            |  |              |          | -  | <del> </del> | <del>                                     </del> | _        |
| .a.Guardrail; fencing; lighting; traffic      |             |        |        |             |  |         |            |  |              |          |  |              | -  |          |
| control devices                               | 68          | 51     |        |             |  |         |            |  | 19           | 26       | 45   | 92           |  | 29       |
| b. Motorist service signs                     | 00          |        |        |             |  |         |            |  | 17           | 20       | 42   | 76           |  | 27       |
| c. Safety improvements on completed sections  | 1 1         |        | ^~     |             |  | 7.4     |            |  |              |          | 10   | <del></del>  |  |          |
| 2 Pood side improvement                       | 11          | 19     | 27     | 4.          | 8  | 16      | 3          | 23   | 8            | 14       | 19   |              | 27   | 14       |
| 13. Roadside improvement                      |             | 10     |        | ļ           |  |         |            |  | g            | , n      |  | 17           |  | d        |
| a Erosion Control                             | 7           | 10     |        |             |  |         |            |  | 8            | 1        | <del>                                     </del> | 17           | <del>                                     </del> | - 8      |
| b. Landscaping                                |             |        |        |             | -  |         |            | <del>                                     </del> | <del> </del> |          | <del>                                     </del> | +            |  | -        |
| c_Rest_Areas                                  |             |        |        | <del></del> | <del> </del>                                     |         |            |  |              |          |  |              |  |          |
| d. Scenic overlooks                           | 000         |        |        |             |  |         |            |  |              | -        |  | -            |  | -        |
|   | 300         |        |        |             |  |         |            |  | ·            |          | 5  | 5            |  |          |
| 15. Subtotal, lines 3 to 14                   | 3317        | 1469   | 27     | 4           | 8  | 16      | 3          | 23   | 484          | 1878     | 1955   | 956          | 27   | 282      |
| 16. Construction Engineering & Contingencies, | 200         | 7 10   |        |             |  |         |            |  | 1.0          | 7.00     | 3.00   | 0/           |  | 20       |
| 10% of Line 15                                | <b>3</b> 32 | 147    | 3      |             | <u> </u>   | 2       |            | 2  | 48           | 188      | 196  | 96           | 3  | 28       |
| 17. Total Cost of Construction,               | 04.1        |        |        |             |  |         |            |  |              |          |  |              |  | 27.0     |
| Lines 15 & 16                                 | 3649        | 1616   | 30     | 4           | 9  | 18      | 3          | 25   | 532          | 2066     |  | 1052         | 30   |          |
| 18. Total Estimate Cost, line 1, 2 & 17       | 3666        | 1641   | 32     | 4           | 9  | 19      | 3          | 26   | 564          | 2091     | 2253   | 1114         | 32   | 351      |

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| INTERS | TATE | ROUTE N | 0  | 90     |
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| Sheet  | 3    | of      | 12 | Sheets |

|   |          |            |        |  |       | ESTIMA  | TE SECTION                                    | N & FINANC   | E CODE      |        |        |  |        |        |
|---|----------|------------|--------|--|-------|---------|---|--------------|-------------|--------|--------|--|--------|--------|
| ITEM  | A16      | A17        | A18    | A19  | A22.1 | A22.2   | A23.0.1                                       | A23.0.2      | A24.1       | A24.2  | A24.3  | A25  | A25.1  | A25.2  |
|   | A17      | A18        | A19    | A22.1  | A22.2 | A23.0.1 |   |              | A24.2       | A24.3  | A25    | A25.1  | A25.2  | A26    |
|   | 23       | 22         | 22     | 22   | 23    | 22      | 22  | 22           | 23          | 23     | 23     | 23   | 23     | 23     |
| Section Length, miles (0.1)                   | 2.2      | 0.9        | 1,1    | 2.6  | 2.1   | 2,6     | 2.2   | 3.3          | 2,0         | 5,8    | 1.5    | 0.5  | 0.3    | 1.5    |
| Class: Rural or Urban (R or U)                | R        | R          | R      | R  | R     | R       | R   | R            | R           | R      | R      | U  | R      | U      |
| Urban Area identification (name and code)     |          |            |        |  |       |         |   |              |             |        |        | 363#   |        | 363#   |
| Location: Existing, new or toll (E, N or T)   | N        | E          | E      | E  | И     | E       | E   | E            | N           | N      | N      | N  | И      | N      |
| Mileage increment: Code 1, 2, 3 or 4          | 1        | 1          | 1      | 1  | 1_    | 1       | 1   | 1            | 1           | 1      | 1      | 1  | 1      | 1      |
| No. Lanes to be constructed this estimate     | 2        | 2          | 2      |  | 4_    | 4       | 4   | 4            |             |        |        |  |        |        |
| No. Lanes to be improved this estimate        | 0        | 0          | 0      | .0   | 0     | 0       |   | 0            | 0           | 0      | 0      | 0  | 0      | 0      |
| No. through traffic lanes                     | 4        | 4          | 4_     | 4  | 4     | 4       | 4   | 4            | 4           | 4      | 4      | 4  | 4      | 4      |
| Status of improvement October 31, 1969        | 2a(2)f   | 2a(2)f     | 2a(2)f | <b>l</b> a(1)f                                   | 4a(1) | 4a(1)   | 4a(1)   | 4a(1)        | la(1)f      | 1a(1)f | la(1)f | la(1)f   | la(1)f | la(1)f |
| WORK CLASSIFICATION                           |          |            |        |  |       |         |   |              |             |        |        |  |        |        |
| 1. Preliminary Engineering                    | 1        | ].         | 1      | 5  |       |         |   |              |             | 6      | 1      |  | 1      | 6      |
| 2. Right-of-Way                               |          |            |        |  |       |         |   |              |             |        |        |  |        |        |
| a. Right-of-Way and acquisition               | 26       | 11         | 11     |  | 1     |         |   |              |             |        |        |  |        |        |
| b. Relocation payments                        |          |            |        |  |       |         |   |              |             |        |        |  |        |        |
| 3. Clear & grub; demolition                   | 46       |            |        |  |       |         |   |              |             |        |        |  |        |        |
| 4. Utility adjustments                        | 11       | 5          | 5      |  |       |         |   |              |             |        |        |  |        |        |
| 5. Grade & drain; minor structures            | 625      | 102        | 125    |  | 271   | 338     | 291   | 469          |             |        |        |  |        |        |
| 6. Subbase; base; surfacing; shoulders        | 1.34     | 60         | 74     |  | 370   | 458     | 387   | 596          |             |        |        |  |        |        |
| 7. R.R. grade separations                     |          |            |        |  |       |         |   |              |             |        | 1      |  |        |        |
| 8. Highway grade separations without ramps    | 60       | 54         |        |  |       |         |   | 89           |             |        |        |  |        |        |
| 9. Interchanges                               |          |            |        |  | 305   |         | 305   |              |             |        |        |  |        |        |
| 10. Other bridges; tunnels                    |          |            | 969    |  |       |         |   |              |             |        |        |  |        |        |
| 11. Walls                                     |          |            |        |  |       |         |   | <u> </u>     |             |        |        |  |        |        |
| 12. Traffic control and safety improvements   |          |            |        |  |       |         |   |              |             |        |        |  |        |        |
| .a.Guardrail; fencing; lighting; traffic      |          |            |        |  |       |         |   |              |             | l      |        | 1  |        |        |
| control devices                               | 36       | 10         | 18     |  | 46    | 54      | 47  | 74           | 14          |        | 1      |  |        |        |
| b. Motorist service signs                     |          |            |        |  | 175   |         |   |              |             |        | 1      | <del>                                     </del> |        | 1      |
| c. Safety improvements on completed sections  | 14       | 15         | 15     | 79   |       |         |   |              |             | 101    | 11     | 4  | 11     | 103    |
| 13. Roadside improvement                      |          |            |        | <del>                                     </del> |       |         |   | <del> </del> |             |        |        | <del>                                     </del> |        | 1      |
| a_Erosion Control                             | 10       | 1.         | 5      |  | 16    | 20      | 17  | 25           |             |        |        |  |        |        |
| b Landscaping                                 |          | **         |        |  |       | ~~      | <u>, ,, , , , , , , , , , , , , , , , , ,</u> | ~/           |             |        |        |  |        |        |
| c Rest Areas                                  |          |            |        |  |       |         |   |              |             |        |        |  |        |        |
| d. Scenic overlooks                           |          |            |        |  |       |         |   |              |             |        | -      |  |        |        |
| All other items                               |          | 62         |        |  |       |         |   | 89           |             |        |        |  |        |        |
| 15. Subtotal, lines 3 to 14                   | 936      | 312        | 1211   | 79   | 1008  | 870     | 1047  | +            | <del></del> | 101    | 11     | ).   | 11     | 103    |
| 16. Construction Engineering & Contingencies, | 7,0      | 216        | 1611   | 19   | 1000  | 0/0     | 1047  | 1)42         | 14          | 101    |        | +  | 1      | 10)    |
| 10% of Line 15                                | 94       | 31         | 121    | 8  | 101   | 87      | 105   | 134          | ٦           | 10     | 1      |  | 1      | 10     |
| 17. Total Cost of Construction.               | 74       |            | 121    | 0  | TOT   | 07      | 102   | 1.24         | 1           | 10     | 1      |  | 1      | 10     |
| Lines 15 & 16                                 | 1030     | 212        | 1332   | 87   | 1109  | 957     | 1152  | 1476         | 15          | 111    | 12     | ,  | 12     | 113    |
| 18. Total Estimate Cost, line 1, 2 & 17       | 1057     | 343<br>355 | 1344   | 92   | 1109  | 957     | 1152  |              |             | 117    |        |  | 13     |        |
| Lo. Total Estimate COSt, Time I, 2 & 1/       | # Missou |            | 1)44   | 72   | 1109  | 927     | 11)2  | 14/0         | 1.          | 11/    | 1 1)   | 4  | 1      | 1 11/  |

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| INTERS | STATE | ROUTE | NO | 9  | 0        |
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| Sheet  | 4     | 01    | ·  | 12 | _ Sheets |

|   |              |  |  |          |  | ESTIMA      | TE SECTION | N & FINANC                                       | E CODE      |              |                    |                    |  |              |
|---|--------------|--|--|----------|--|-------------|------------|--|-------------|--------------|--------------------|--------------------|--|--------------|
| ITEM  | A26          | A27.1  | A27.2  | A28.2    | A29.1  | A30.0.1     | A30.0.2    | A31  | A32<br>A33  | A33          | A34.0.1<br>A34.0.2 | A34.0.2<br>A34.0.3 | A34.0.3<br>A35                                   | A35          |
|   |              | A27.2  | A28.2  | A29.1    |  | A30.0.2     | A31        | A32  |             |              |                    |                    |  |              |
| 12 (0.2)                                      | 23           | 23   | 23   | 22       | 22   | 22          | 21         | 21   | 23          | 21           | 23                 | 20                 | 23   | .20          |
| Section Length, miles (0.1)                   | 1.7          | 2.8  | 9,2  | 8.9      | 3.3  | 3.1         | 2.6        | 5.0  | 4.6         | 3.0          | 3.2                | 0.7                | 2.8  | 3.7          |
| Class: Rural or Urban (R or U)                | R            | R  | R  | R        | R  | R R         | K          | R.   | R           | R.           | R                  |                    | R.   | R            |
| Urban Area identification (name and code)     |              | , , , , , , , , , , , , , , , , , , ,            | \  | 77       | 77   |             |            |  | 17          |              |                    |                    | <del> </del>                                     |              |
| Location: Existing, new or toll (E, N or T)   | N            | N  | N  | 上        | 上  | 上           | E          | N  | N           | N            | N                  | N                  | N  | . N          |
| Mileage increment: Code 1, 2, 3 or 4          | <del> </del> | 1  | 1  | <u>_</u> | 1  | Ţ           | 1          | 1  | 1           | 1            | 1                  | 1                  | 1  | 1            |
| No. Lanes to be constructed this estimate     | 0            | 0  | 0  | 4        | 0  | 0           | 0          | 0  | 0           | 0            |                    | 0                  | 0  |              |
| No. Lanes to be improved this estimate        | 0            | 0  | 0  | 0        | 0  | 0           | 0          | 0  | 0           | 0            | 0                  | 0                  | 0  | 0            |
| No. through traffic lanes                     | 4            | 4  | 4  | 4        | 4  | 4           | 4          | 4  | 4           | 4            | 4                  | 4                  | 4  | 4            |
| Status of improvement October 31, 1969        | la(1)f       | la(1)f   | la(1)f   | 4a(1)    | 3a(2)  | 3a(2)       | 3a(2)      | 3a(2)  | 3a(1)       | 3a(1)        | la(1)f             | la(1)f             | la(1)f   | la(1)f       |
| WORK CLASSIFICATION                           |              |  |  |          |  |             | ļ          |  |             |              |                    |                    |  |              |
| 1. Preliminary Engineering                    | 4            | 1  |  | 25       | 6  | 1           |            |  |             |              | 11                 |                    | 1  |              |
| 2. Right-of-Way                               |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| a. Right-of-Way and acquisition               |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| b. Relocation payments                        |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 3. Clear & grub; demolition                   |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 4. Utility adjustments                        |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 5. Grade & drain; minor structures            | -            |  |  | 2059     |  |             |            |  | i           |              |                    |                    |  |              |
| 6. Subbase; base; surfacing; shoulders        |              |  |  | 1270     |  |             |            |  |             |              |                    |                    |  |              |
| 7. R.R. grade separations                     |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 8. Highway grade separations without ramps    |              |  |  |          | 1.91   |             |            |  |             |              |                    |                    |  |              |
| 9. Interchanges                               |              |  |  | 684      |  |             |            |  |             |              |                    |                    |  |              |
| 10. Other bridges; tunnels                    |              |  |  |          |  |             |            |  |             |              |                    | <u> </u>           |  |              |
| 11. Walls                                     |              |  |  |          |  |             |            | -  |             |              |                    |                    | 1  | <b></b>      |
| 12. Traffic control and safety improvements   |              | <del> </del>                                     | <del>                                     </del> |          | <del> </del>                                     | <del></del> |            | <del>                                     </del> |             |              |                    | +                  | <del>                                     </del> | -            |
| .a.Guardrail; fencing; lighting; traffic      |              |  |  |          | ì  |             |            |  |             |              |                    |                    |  |              |
| control devices                               |              |  | 1  | 190      |  |             |            |  |             |              |                    |                    |  |              |
| b. Motorist service signs                     |              |  |  | 170      |  |             |            |  | -           | <u> </u>     | <del> </del>       | -                  |  | -            |
| Cofoty improvements on completed socitions    | (0           |  |  |          |  |             |            |  |             | <del> </del> | 0.7                | -                  | 2.00   |              |
| c. Safety improvements on completed sections  | 63           | 22   | 8  |          | 22   | 11          |            |  |             |              | 21                 |                    | 17   | -            |
| 13. Roadside improvement                      |              | -  | •  | 67       |  |             |            |  |             |              |                    |                    |  |              |
| a. Erosion Control                            | -            |  |  | 07       | <del>                                     </del> |             |            |  | <del></del> | 1            | <del> </del>       |                    | -  | <del> </del> |
| b. Landscaping                                | <del></del>  | <del>                                     </del> |  | 7.74     |  |             |            |  | 22.0        |              | _                  | <del> </del>       |  | +            |
| c Rest Areas                                  |              |  |  | 175      |  |             |            |  | 118         |              |                    | _                  |  |              |
| d. Scenic overlooks                           |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 14. All other items                           |              |  |  | 319      | 100  |             |            |  |             |              |                    |                    | ļ  |              |
| Subtotal, lines 3 to 14                       | 63           | 22   | 8  | 4764     | 313  | 11          |            |  | 118         |              | 21                 |                    | 17   |              |
| 16. Construction Engineering & Contingencies, |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| 10% of Line 15                                | 6            | 2  | 1  | 476      | 31   | 1           |            |  | 12          |              | 2                  |                    | 2  |              |
| 17. Total Cost of Construction,               |              |  |  |          |  |             |            |  |             |              |                    |                    |  |              |
| Lines 15 & 16                                 | 69           | 24_  | 9  | 5240     | 344  | 12          |            |  | 130         |              | 23                 |                    | 19   |              |
| 18. Total Estimate Cost, line 1, 2 & 17       | 73           | 25   | 9  | 5265     | 350  | 13          |            |  | 130         |              | 24                 |                    | 20   |              |

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| INTERS | TATE | ROUTE | NO.        | 90 |        |
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| Sheet  | 5    | 01    | ſ <u> </u> | 12 | Sheets |

|   |             |            |           |            |                | ESTIMA  | TE SECTION | & FINANC    | E CODE |          |        |          | -                                     |             |
|---|-------------|------------|-----------|------------|----------------|---------|------------|-------------|--------|----------|--------|----------|---------------------------------------|-------------|
| ITEM  | A36         | A37<br>A38 | A38<br>B1 | B1<br>B2.1 | B2.1<br>B2.1.1 | B2.1.1  | B2.2       | B3<br>B5.1  | B5.1   | B6<br>B7 | В7     | B8<br>B9 | B9                                    | B9.1<br>B10 |
|   | _A37        |            |           |            |                | B2.2    | В3         |             | B6     |          | B8     |          | B9<br>B9.1                            |             |
|   | 23          | 22         | 23        | 22         | 23             | 23      | 23         | 23          | 23     | 23       | 23     | 23       | 22                                    | 20          |
| Section Length, miles (0.1)                   | 5.9         | 6,0        | 2,0       | 4.9        | 0.5            | 7.1     | 1.0        | 6.8         | 6.6    | 4.2      | 3.5    | 1.0      | 7.0                                   | 1.1         |
| Class: Rural or Urban (R or U)                | R.          | R          | R         | R          | R              | R       | R          | R           | R      | R        | R      | R        | R                                     | R           |
| Urban Area identification (name and code)     |             |            |           |            |                |         |            |             |        |          |        |          |                                       |             |
| Location: Existing, new or toll (E, N or T)   | И           | E          | N         | E          | N              | N       | N          | N           | N      | N        | N      | N        | E                                     | E           |
| Mileage increment: Code 1, 2, 3 or 4          | 1           | 1          | 1         | 1          | 1              | 1       | 1          | 1           | 1      | 1        | 1      | 1        | 1                                     | 1           |
| No. Lanes to be constructed this estimate     |             | 4          | 4         | 4          | _2             | 2       |            | 4           | 4      | 4        | 0_     | . 0      | 0                                     | 0           |
| No. Lanes to be improved this estimate        | . 0         | 0          | 0         | .0         | 0              | 0       | 0          | 0           | 0      | 0        | 0_     | 0        | 0                                     | 0           |
| No. through traffic lanes                     | 4           | 4          | 4.        | 4          | 4              | 4       | 4          | 4           | 4      | 4        | 4      | 4        | 4                                     | 4           |
| Status of improvement October 31, 1969        | la(1)f      | 4a(1)      | 4a(3)     | 4a(3)      | 2a(2)f         | 2a(2)f  | la(1)f     | 4a(1)       | 4a(3)  | 4a(3)    | la(1)f | la(1)f   | la(1)f                                | la(1)f      |
| WORK CLASSIFICATION                           |             |            |           |            |                |         |            |             |        |          |        |          |                                       |             |
| 1. Preliminary Engineering                    | 1           |            |           |            |                | 31      |            | 3           | 29     | 19       |        |          | 2                                     |             |
| 2. Right-of-Way                               |             |            |           |            |                |         |            |             |        |          |        |          |                                       |             |
| a. Right-of-Way and acquisition               |             |            | 80        | 168        | 3              | 17      |            |             | 132    | 78       |        | ·        |                                       |             |
| b. Relocation payments                        |             |            | 26        |            |                |         |            |             | 12     |          |        |          |                                       |             |
| 3. Clear & grub; demolition                   |             | 90         | 18        |            |                |         |            | <del></del> |        |          |        |          |                                       |             |
| 4. Utility adjustments                        |             |            | 19        | 35         | 3              | 35      |            |             |        |          |        |          |                                       |             |
| 5. Grade & drain; minor structures            |             | 477        | 1126      | 1481       | 24             | 532     | -          | 1009        | 1073   | 708      |        |          |                                       |             |
| 6. Subbase; base; surfacing; shoulders        |             | 818        | 331       | 657        | 41.            | 585     |            | 1094        | 1193   | 948      |        |          |                                       |             |
| 7. R.R. grade separations                     |             | 259        | 809       | 996        | - 7-           |         |            | 1074        | 480    |          |        |          |                                       |             |
| 8. Highway grade separations without ramps    |             | 96         | 007       | 7.70       | ·              | 246     |            | 203         |        |          |        |          |                                       |             |
| 9. Interchanges                               |             | 294        | 109       | 523        |                | 227     |            | ~~~         | 708    |          |        |          |                                       |             |
| 10. Other bridges; tunnels                    |             | ~ ~ ~      | 10/_      | 143        |                | 661     |            |             | 83     | 164      | -      |          |                                       |             |
| 11. Walls                                     | <del></del> |            |           | 1547       |                |         |            |             |        | 104      |        |          | _                                     |             |
| 12. Traffic control and safety improvements   | <u> </u>    | -          |           |            |                | -       |            |             |        |          |        |          |                                       |             |
| .a.Guardrail; fencing; lighting; traffic      |             |            |           |            |                |         |            |             |        |          |        | 1        |                                       |             |
| control devices                               |             | 126        | 48        | 94         | 16             | 83      | 11         | 78          | 105    | 77       |        |          |                                       | !           |
| b. Motorist service signs                     |             | 120        | 40        | 74         | 10             | 0)      | 11         | ,0          | 10)    | 1 1      |        |          |                                       |             |
| c. Safety improvements on completed sections  | 13          |            |           |            | 2              | 24      | ø          |             |        |          | 24     | 5        | 39                                    |             |
| 13. Roadside improvement                      | 12          |            | -         |            | )              | 24      | 0          |             |        |          | 24     |          |                                       |             |
| a. Erosion Control                            |             | 7.5        | 15        | 37         | 2              | 32      |            | 51          | 50     | 32       |        |          |                                       |             |
| b Landscaping                                 |             | - 40       | 12        | 27         | ~              | 26      |            | )1          | - 70   | 22       | 33     |          |                                       |             |
| c Rest Areas                                  |             | 175        | -         |            |                |         |            |             |        |          |        |          |                                       | -           |
| d. Scenic overlooks                           |             | 1/7        |           |            |                |         |            |             |        |          |        |          | · · · · · · · · · · · · · · · · · · · |             |
| 14. All other items                           | +           | 65         | 7.0       | 50         |                |         |            |             |        |          |        |          |                                       |             |
| L5. Subtotal, lines 3 to 14                   | 13          |            | 50        | 50<br>4016 | do             | 3 57/ 1 | 10         | 0.125       | 26.00  | 1000     | 57     | 5        | 39                                    |             |
| 16. Construction Engineering & Contingencies, | 13          | 2445       | 2525      | 4016       | 89             | 1764    | 19         | 2435        | 3692   | 1929     | 57     | 2        |                                       |             |
| 10% of Line 15                                |             | 0.15       | 050       | 400        |                | 7.00    |            | 0.1.1       | 2/0    | 100      | ,      | -        | 1                                     |             |
| 17. Total Cost of Construction,               | +           | 245        | 253       | 402        | 9              | 176     | 2          | 244         | 369    | 193      | 6      | 1        | 4                                     |             |
| Lines 15 & 16                                 |             | 0100       |           | 1130       |                |         | 0.7        | 0/00        | 1067   | 02.00    | (0     |          | 10                                    |             |
|   | 14          | 2690       | 2778      | 4418       | 98             | 1940    | 21         | 2679        | 4061   | 2122     | 63     | 6        | 43                                    |             |
| 18. Total Estimate Cost, line 1, 2 & 17       | 15          | 2690       | 2884      | 4586       | 101            | 1988    | 21         | 2682        | 4234   | 2219     | 63     | 6        | 45                                    |             |

| STATEMONTANA                                 |                |            |         |        |         |         |            |            | INT:<br>Shee | ERSTATE RO | UTE NO   | 90<br>2 Sheets | <del>_</del> |     |
|--|----------------|------------|---------|--------|---------|---------|------------|------------|--------------|------------|----------|----------------|--------------|-----|
|  |                | . <u> </u> |         |        |         | ESTIMAT | TE SECTION | V & FINANC | E CODE       |            | <u> </u> |                |              |     |
| ITEM   | B10            | Bll        | B12.1   | B12.2  | B12.3   |         |            |            |              |            |          |                |              |     |
| ya, di dada 16                               | B11            | B12.1      | B12.2   | B12.3  | B12.3.1 |         | _          |            |              |            |          |                |              |     |
|  | 22             | 23         | 23      | 23     | 23      |         |            |            |              |            |          |                |              |     |
| Section Length, miles (0.1)                  | 2.7            | 1.8        | 2.0     | 0.8    | 0.6     |         |            |            |              |            |          |                |              |     |
| Class: Rural or Urban (R or U)               | R              | R          | U       | Ū      | U       |         |            |            |              |            |          |                |              |     |
| Urban Area identification (name and code)    |                |            | 359#    | 359#   | 359#    |         |            |            |              |            |          |                |              |     |
| Location: Existing, new or toll (E, N or T)  | E              | N          | N       | N      | N       |         |            |            |              |            |          |                |              |     |
| Mileage increment: Code 1, 2, 3 or 4         | 1              | 1          | 1       | 1      | 1       |         |            |            |              |            |          |                |              |     |
| No. Lanes to be constructed this estimate    | 0              | 0          | 0       | 0      | 0       |         | ·          |            |              |            |          |                |              |     |
| No. Lanes to be improved this estimate       | 0              | 0          | 0       | 0      | 0_      |         |            |            |              |            |          |                |              |     |
| No. through traffic lanes                    | . 4            | 4          | 4       | 4      | 4       |         |            |            |              |            |          |                |              |     |
| Status of improvement October 31, 1969       | la(1)f         | la(1)f     | la(1)f  | la(1)f | la(1)f  |         |            |            |              |            |          |                |              |     |
| WORK CLASSIFICATION                          |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 1. Preliminary Engineering                   |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 2. Right-of-Way                              |                |            |         |        |         |         | _          |            |              |            |          |                |              |     |
| a. Right-of-Way and acquisition              |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| b. Relocation payments                       |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 3. Clear & grub; demolition                  |                |            |         |        |         |         |            |            |              |            |          | ·              |              |     |
| 4. Utility adjustments                       | Ι              |            |         |        |         |         |            |            |              |            |          |                |              | , i |
| 5. Grade & drain; minor structures           | COINC          | IDENT      | MILEAGE | E WITH | I 15    |         |            |            |              |            |          |                |              |     |
| 6. Subbase; base; surfacing; shoulders       |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 7. R.R. grade separations                    | $oxed{oxed}$ : | SEE I      | 15 FOF  | NATA S |         |         |            |            |              |            |          |                |              |     |
| 8. Highway grade separations without ramps   |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 9. Interchanges                              |                |            | L       |        | i       |         |            |            |              |            |          |                |              |     |
| O. Other bridges; tunnels                    |                |            |         |        |         |         |            |            | Ì            |            |          |                |              |     |
| 1. Walls                                     |                |            |         |        |         |         | -          |            |              |            |          |                |              |     |
| 2. Traffic control and safety improvements   |                |            |         |        |         |         |            |            | ĺ            |            |          |                |              |     |
| .a.Guardrail; fencing; lighting; traffic     |                |            |         |        |         |         |            |            |              | ł          |          |                |              |     |
| control devices                              |                |            |         |        |         |         |            |            |              |            |          |                | ļ            |     |
| b. Motorist service signs                    |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| c. Safety improvements on completed sections |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 3. Roadside improvement                      |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| a Erosion Control                            |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| b. Landscaping                               |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| c_Rest Areas                                 |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| d. Scenic overlooks                          |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| A All other items                            |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 5. Subtotal, lines 3 to 14                   |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 6. Construction Engineering & Contingencies, |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 10% of Line 15                               |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 7. Total Cost of Construction,               |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| Lines 15 & 16                                |                |            |         |        |         |         |            |            |              |            |          |                |              |     |
| 8. Total Estimate Cost. line 1. 2 & 17       |                |            |         |        |         |         |            |            |              |            |          |                |              |     |

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| INTERS | TATE | ROUTE NO |    | 90     |
|--------|------|----------|----|--------|
| Sheet  | 6    | of _     | 12 | Sheets |

|   |         |                    |         |                  |                | ESTIMA | TE SECTION | N & FINANC | E CODE |              |  |  | · · · · · · · · · · · · · · · · · · ·            |  |
|---|---------|--------------------|---------|------------------|----------------|--------|------------|------------|--------|--------------|--|--|--|--|
| ITEM  | B12.3.1 | B12.3.2<br>B13.0.1 | B13.0.1 | B13.0.2<br>B14.1 | B14.1          | B14.2  | B15        | B16        | B17.1  | B18          | C1<br>C2   | C2   | C3.1.1   | 03.1.2   |
|   |         |                    |         |                  | B14.2          | B15    | B16        | B17.1      | B18    | Cl           | 02   | C3.1.1   | C3.1.2   | C4.2   |
|   | 23      | 23_                | 23      | 23               | 23             | 23     | 23         | 20         | 23     | 23           | 21   | 20   | 20   | 23   |
| Section Length, miles (0.1)                     | 3.1     | 2.6                | 2.3     | 4.7              | 2.4            | 7.1    | 2.5        | 4.9        | 10.4   | 4.6          | 2.4  | 3.1  | 1.2  | 10.7   |
| Class: Rural or Urban (R or U)                  | R       | R                  | R       | R                | R              | R      | R          | R          | R      | R            | R  | R  | R  | R  |
| Urban Area identification (name and code)       |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| Location: Existing, new or toll (E, N or T)     | N       | N                  | N       | N                | N              | N      | N          | E          | N      | N            | N  | N  | И  | N  |
| Mileage increment: Code 1, 2, 3 or 4            | 1       | 1                  | 1       | 11               | 11             | 1      | 1          | 1          | 1      | 1            | 1  | 1  | 1  | 1  |
| No. Lanes to be constructed this estimate       | 0       | 0                  | 0       | 0                | 0              | 0      | .0         | 0          | 0_     | 0            | 0  | 0  | 0  | 0  |
| No. Lanes to be improved this estimate          | 0       | 0                  | 0       | 0                | 0              | 0      | 0          | 0          | 0      | 0            | 0  | 0  | 0  | 0  |
| No. through traffic lames                       | 4       | 4                  | 4       | 4                | 4              | 4      | 4          | 4          | 4      | 4            | 4  | 4  | 4  | 4  |
| Status of improvement October 31, 1969          | la(1)f  | la(1)f             | la(1)f  | la(1)f           | <b>l</b> a(1)f | la(1)f | la(1)f     | la(1)f     | 3a(2)  | 3a(2)        | 3a(2)  | la(1)f   | la(1)f   | la(1)f   |
| WORK CLASSIFICATION                             |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 1. Preliminary Engineering                      | 1       | 4                  |         | 7                | 2              | 1      | 1          |            | 2      | 2            |  |  |  | 22   |
| 2. Right-of-Way                                 |         |                    |         | 1                |                |        |            |            |        |              |  |  |  |  |
| a. Right-of-Way and acquisition                 |         |                    |         |                  |                |        |            |            |        |              |  |  |  | 1  |
| b. Relocation payments                          |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 3. Clear & grub; demolition                     |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 4. Utility adjustments                          |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 5. Grade & drain; minor structures              |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 6. Subbase; base; surfacing; shoulders          |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 7. R.R. grade separations                       |         |                    |         |                  |                |        |            |            |        |              |  |  |  | <u> </u>   |
| 8. Highway grade separations without ramps      |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 9. Interchanges                                 |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 10 Other bridges: tuppels                       |         |                    |         |                  |                |        | -          |            |        |              |  |  |  |  |
| 11. Walls                                       |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 12. Traffic control and safety improvements     |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| .a.Guardrail; fencing; lighting; traffic        |         |                    |         |                  |                |        |            |            |        | 1            |  |  |  |  |
| control devices                                 |         |                    | 69      |                  |                |        |            |            |        |              |  |  |  | 43   |
| b. Motorist service signs                       |         |                    |         |                  | -              |        |            |            |        | <del> </del> |  |  |  | <del>                                     </del> |
| c. Safety improvements on completed sections    | 23      | 76                 |         | 122              | 42             | 26     | 15         |            | 43     | 35           | <del> </del>                                     | <del>                                     </del> | <del>                                     </del> | 131  |
| 13. Roadside improvement                        | ~)      | 10                 |         | 122              | 42             | 20     | <u> </u>   |            | 42     |              | 1  | -  | <del> </del>                                     | 1/1  |
| a Erosion Control                               |         |                    | 52      |                  |                |        |            |            |        |              |  |  |  | 1  |
| b Landscaping                                   |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| c Rest Areas                                    |         |                    |         |                  |                |        |            |            |        |              | <del>†</del>                                     |  | · · ·  | <del> </del>                                     |
| d. Scenic overlooks                             |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
|   |         |                    |         |                  |                |        |            |            |        |              |  |  |  |  |
| 14. All other items 15. Subtotal, lines 3 to 14 | 23      | 76                 | 121     | 122              | 42             | 26     | 15         |            | 43     | 35           |  | -  |  | 174  |
| 16. Construction Engineering & Contingencies,   |         |                    |         |                  |                | 23     |            |            | 1      |              | <b>†</b>   | 1  |  | ,  |
| 10% of Line 15                                  | 2       | 8                  | 12      | 12               | ).             | 3      | 2          |            | 1.     | 1.           |  |  |  | 17   |
| 17. Total Cost of Construction,                 | ~       | <u> </u>           |         | 12               | ++             | 7      | ~          |            |        |              | <del>                                     </del> | 1  |  |  |
| Lines 15 & 16                                   | 25      | 84                 | 133     | 134              | 46             | 29     | 17         |            | 47     | 39           |  |  |  | 191  |
| 18. Total Estimate Cost, line 1, 2 & 17         | 26      | 88                 | 133     | 141              | 48             | 30     | 18         |            | 49     | 41           |  |  |  | 213  |
| 20. 100at 150tmade 0050, 1111e 1, 2 & 17        | 20      | 00                 | エノノ     | 141              | 40             | 70     | 10         |            | 47     | 4-           |  |  |  | ~=>  |

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| OIIII . |         | Sheet _ | 7       | of _  | 12 | _Sheet |

|   | ESTIMATE SECTION & FINANCE CODE                  |          |       |       |       |       |        |        |              |       |             |        |  |  |
|---|--|----------|-------|-------|-------|-------|--------|--------|--------------|-------|-------------|--------|--|--|
| ITEM  | C4.2   | C5.1     | C5.2  | C6    | C6.1  | C7.1  | C7.2   | C8.1   | C8.2         | C9    | C10         | C11    | C11.1  | 012.1  |
|   | 05.1   | 05.2     | C6    | C6.1  | C7.1  | C7.2  | C8.1   | 08.2   | C9           | C10   | C11         | LC11.1 | C12.1  | C13  |
|   | 23   | 23       | 23    | 23    | 23    | 23    | 23     | 22     | 22           | 22    | 23          | 23     | 23   | 23   |
| Section Length, miles (0.1)                   | 9.5  | 8.4      | 0.8   | 0.9   | 0.8   | 3.0   | 1.1    | 4.2    | 3.1          | 5.1   | 3.4         | 2.3    | 0.9  | 0.9  |
| Class: Rural or Urban (R or U)                | R  | R        | R     | U     | U     | R.    | R      | R      | R            | R     | R           | R      | Ú  | R  |
| Urban Area identification (name and code)     |  |          |       | 358#  | 358#  |       |        |        |              |       |             |        | 362#   |  |
| Location: Existing, new or toll (E, N or T)   | N N  | N        | N     | N     | N     | N     | N      | E      | E            | E     | N           | N      | N  | N  |
| Mileage increment: Code 1, 2, 3 or 4          | I  | 1        | 1     | 1     | 1     | 1     | 1      | 1      | 1            | 1     | 1           | 1      | 1  | 1  |
| No. Lanes to be constructed this estimate     | 0  | 0        | 4     | 4     | 4     | 4     | 0      | 0      | 4            | 4     | 4           | 0      | 0  | 0  |
| No. Lanes to be improved this estimate        | 0  | 0        | 0     | 0     | 0     | 0     | 0      | 0      | 0            | 0     | 0           | 0      | 0  | 0  |
| No. through traffic lanes                     | 4  | 4        | 4     | 4     | 4     | 4     | 4      | 4      | 4            | 4     | 4           | 4      | 2,   | 1  |
| Status of improvement October 31, 1969        | la(1)f   | la(1)f   | 3a(2) | 3a(2) | 3a(2) | 3a(2) | la(1)f | la(1)f | 4a(1)        | 4a(1) | 4a(1)       | la(1)f | la(1)f   | 1a(1)f   |
| WORK CLASSIFICATION                           |  |          |       |       |       |       |        |        |              |       |             |        |  |  |
| 1. Preliminary Engineering                    | 3  | 1        | 10    | 10    | 10    | 43    | 3      | 16     |              |       |             | 2      | 7  |  |
| 2. Right-of-Way                               |  |          |       |       |       |       | 7      |        |              |       |             | -      |  |  |
| a. Right-of-Way and acquisition               |  |          |       |       |       |       |        |        | 104          | 213   | 145         |        |  |  |
| b. Relocation payments                        |  |          |       |       |       |       |        |        | 3            | 5     |             |        |  |  |
| 3. Clear & grub; demolition                   |  |          |       |       |       |       |        | -      |              |       |             |        |  |  |
| 4. Utility adjustments                        |  |          |       |       |       |       |        |        | 275          | 231   | 154         |        |  |  |
| 5. Grade & drain; minor structures            |  |          |       |       |       |       |        |        | 1194         | 1655  | 495         | 40     | <u> </u>   |  |
| 6. Subbase; base; surfacing; shoulders        |  |          | 116   | 130   | 116   | 434   |        |        | 425          | 760   | 489         | 63     |  |  |
| 7. R.R. grade separations                     |  |          |       |       |       | 12 1  |        |        |              |       |             |        | _  |  |
| 8. Highway grade separations without ramps    |  |          |       |       |       |       |        |        |              | 145   | 89          |        |  |  |
| 9. Interchanges                               |  |          |       |       |       |       |        |        | 269          | 264   |             | 21     | 21   |  |
| 10. Other bridges; tunnels                    |  |          |       |       |       |       |        |        |              |       |             |        |  |  |
| 11. Walls                                     | -  |          |       |       |       |       |        | •      |              |       |             |        |  |  |
| 12. Traffic control and safety improvements   | 1  |          |       |       |       |       |        |        |              |       |             |        | †  |  |
| .a.Guardrail; fencing; lighting; traffic      |  |          |       |       |       |       | •      |        |              |       |             |        |  |  |
| control devices                               | 21   |          |       |       |       | i     |        |        | 55           | 92    | 35          | 11     | 1  |  |
| b. Motorist service signs                     | <del>                                     </del> |          |       |       |       |       |        |        |              | , ~   |             |        | <del>                                     </del> | <del> </del>                                     |
| c. Safety improvements on completed sections  | 48   | 18       | 1     | 1     | 1     | 3     | 55     | 278    |              |       |             | 24     | 14   | 7  |
| 13. Roadside improvement                      | 40   | 10       |       |       |       |       | 77     | 270    |              |       |             | 24     | 14   |  |
| a_Erosion Control                             | 1  |          |       |       |       |       |        |        | 23           | 38    | 26          |        |  | ļ  |
| b Landscaping                                 |  | 92       |       |       | 92    |       |        |        |              |       | <b>F.</b> U |        | 1  | <del>                                     </del> |
| c Rest Areas                                  | 175  | 76       |       |       | 76    |       |        |        | 104          | 104   |             |        |  |  |
| d. Scenic overlooks                           | 1  |          |       |       |       |       |        |        | 104          | 104   |             | 25     |  |  |
| 14. All other items                           |  |          |       |       |       |       |        |        | <del> </del> | 99    | 50          | 4)     |  |  |
| 15. Subtotal, lines 3 to 14                   | 244  | 110      | 117   | 131   | 209   | 437   | 55     | 278    | 2345         | 3388  | 1338        | 184    | 35   | 77   |
| 16. Construction Engineering & Contingencies, | 244  | 110      | 11,7  | 121,  | 209   | 437   | 99     | 210    | 6)4)         | ))00  | 1))0        | 104    | 1  |  |
| 10% of Line 15                                | 24   | 11       | 12    | 13    | 07    | , ,   |        | 28     | 235          | 339   | 134         | 18     | ,  | 1  |
| 17. Total Cost of Construction,               | - 24   | <u> </u> | 12    | 13    | 21    | 44    | 0      | 28     | 237          |       |             | 18     | 4  |  |
| Lines 15 & 16                                 | 268  | 1 21     | 120   | 7.77  | 220   | / da  | 67     | 206    | 2500         | 2000  | 3 /770      | 202    | 20   | ø  |
| 18. Total Estimate Cost, line 1, 2 & 17       |  | 121      | 129   | 144   | 230   | 481   | 61     | 306    | 2580         | 3727  | 1472        | 202    | 39   | 8  |
| EG. TOVAL ESCIMATE COST, TIME I, 2 & 1/       | 271  | 122      | 139   | 154   | 240   | 524   | 64     | 322    | 2687         | 3945  | 1617        | 204    | 40   | 8  |

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| Sheet  | 8    | of    |     | 12 | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |        |        |        |        |        |       |  |          |       |            |        |        |  |
|---|---------------------------------|--------|--------|--------|--------|--------|-------|--|----------|-------|------------|--------|--------|--|
| ITEM  | C13                             | C14    | C15.1  | C15.2  | C15.3  | D1     | D2    | D3.1   | D3.2     | D4.1  | D4.2       | D5.1   | D5.2   | D5.3   |
|   | C14                             | C15.1  | C15.2  | C15.3  | D1     | D2     | D3.1  | D3.2   | D4.1     | D4.2  | D5.1       | D5.2   | D5.3   | D6   |
|   | 23                              | 22     | 22     | 22     | 22     | 22     | 23    | 23   |          | 23    | 23         | 23     | 23     | 22   |
| Section Length, miles (0.1)                   | 3.5                             | 3.4    | 9.1    | 3.3    | 0.6    | 13.1   | 3.4   | 5.4  |          | 9.8   |            | 0.3    | 1.8    | 3.0  |
| Class: Rural or Urban (R or U)                | R.                              | R      | R      | R.     | . R    | R.     | R     | R  | R        | R     | B          | R      | B. B.  | , O  |
| Urban Area identification (name and code)     |                                 |        |        |        |        |        |       |  |          |       |            |        |        |  |
| Location: Existing, new or toll (E, N or T)   | N                               | E      | E      | E      | Е      | Е      | N     | N  | И        | N     | N          | N      | M      | ਜ  |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1      | 1      | 1      | 1      | 1      | 1     | 1  | 1        | i     | 1          | 1      | 1      | 1  |
| No. Lanes to be constructed this estimate     | 0                               | 0      | 2      | 0      | 4      | 4      | 4     | 4  | 4        | 4     | 2          | 2      | 0      | 2  |
| No. Lanes to be improved this estimate        | 0                               | 0      | 0      | 0      | 0      | 0      | 0     | 0  | 0        | 0     | Õ          | 0      | 0      | n n  |
| No. through traffic lanes                     | 4                               | ۷.     | 4      | ۷.     | 4      | 4      | 4     | 4  | 4        | 4     | 4          | 1.     | 1.     | 1.   |
| Status of improvement October 31, 1969        | la(1)f                          | la(1)f | 2a(2)f | la(1)f | 2b(2)n | 2b(2)n | 4a(3) | 4a(3)  | 4a(1)    | 4a(1) | 2a(2)f     | 2a(2)f | la(1)f | 2a(2)f   |
| WORK CLASSIFICATION                           |                                 |        |        |        |        |        |       |  |          |       |            |        | 10,171 | TO THE STATE OF TH |
| 1. Preliminary Engineering                    | 1                               | 2      |        | 4      |        |        |       |  |          | 20    |            | 1      | 1      | 1  |
| 2. Right-of-Way                               |                                 |        |        |        |        |        |       |  |          |       |            |        |        |  |
| a. Right-of-Way and acquisition               |                                 |        | 24     |        | 15     | 295    | 139   | 75   |          |       |            |        |        | 1  |
| b. Relocation payments                        |                                 |        |        |        |        |        |       |  | 1        |       |            |        |        |  |
| 3. Clear & grub; demolition                   |                                 |        |        |        |        |        |       |  |          |       |            |        |        |  |
| 4. Utility adjustments                        |                                 |        | 20     |        | 10     | 366    | 35    | 235  |          |       |            |        |        |  |
| 5. Grade & drain; minor structures            |                                 | 19     | 689    |        | 47     | 1177   | 865   | 537  |          | 1722  | 138        | 17     |        | 681  |
| 6. Subbase; base; surfacing; shoulders        |                                 | 29     | 757    |        | 80     | 1995   | 415   | 724  | 450      | 1372  | 93*        | 25*    | 28*    | 247*   |
| 7. R.R. grade separations                     |                                 |        |        |        |        |        |       |  | 177      |       |            | ~      | ~~~    | 241  |
| 8. Highway grade separations without ramps    |                                 |        | 89.    |        |        |        | 233   | 89   |          | 209   | 47         |        |        | 51   |
| 9. Interchanges                               |                                 | 43     | 281    |        | 275    | 276    | 316   | 291  | 281      | 264   |            |        |        |  |
| 10. Other bridges; tunnels                    |                                 |        | 114    |        |        |        | 375   | 325  |          | 199   | 1          |        |        |  |
| II. Walls                                     |                                 |        |        |        |        |        |       |  |          |       | 1          | -      |        |  |
| 12. Traffic control and safety improvements   |                                 |        |        |        |        |        |       | <del>                                     </del> | 1        |       |            |        |        |  |
| .a.Guardrail; fencing; lighting; traffic      | İ                               |        |        |        |        |        |       |  |          |       |            |        |        |  |
| control devices                               |                                 | 2      | 173    |        | 8      | 132    | 52    | 64   | 71       | 110   | 15         | 1      | 1      | 42   |
| b. Motorist service signs                     |                                 |        |        |        |        |        |       |  |          |       | -          |        | -      |  |
| c. Safety improvements on completed sections  | 24                              | 30     | 4      | 77     |        | _      |       |  |          |       | 1          | 1      | 14     | 20   |
| 13. Roadside improvement                      | <u> </u>                        |        |        |        |        |        |       |  |          |       |            |        |        |  |
| a_Erosion Control                             |                                 |        | 41     |        | 5      | 99     | 44    | 41   | 24       | 74    | 5          | 1      |        | 14   |
| b_Landscaping                                 |                                 |        |        |        |        |        |       |  |          |       |            |        |        |  |
| c_Rest Areas                                  |                                 |        |        |        |        | 175    |       | 1  |          | 175   |            |        |        |  |
| d Scenic overlooks                            |                                 |        |        |        |        |        | 25    |  |          |       |            |        |        |  |
| 14. All other items                           |                                 |        | 152    |        |        |        | 50    | 99   | 50       | 50    |            |        |        |  |
| 15. Subtotal, lines 3 to 14                   | 24                              | 123    | 2320   | 77     | 425    | 4220   | 2410  |  |          | 4175  |            | 45     | 42     | 1055   |
| 16. Construction Engineering & Contingencies, |                                 |        | 2/20   |        | 4~2    | 14460  | ~~40  | 2707   | 1        |       |            | 1 72   | 1      |  |
| 10% of Line 15                                | 2                               | 12     | 232    | 8      | 43     | 422    | 241   | 241  | 154      | 418   | 30         | 5      | 2.     | 106  |
| 17. Total Cost of Construction,               | ~                               |        | 272    |        | 4)     |        | £41   | ~~+L   | <u> </u> | 410   | ) <u> </u> |        |        | 100  |
| Lines 15 & 16                                 | 26                              | 135    | 2552   | 85     | 468    | 4642   | 2651  | 2646   | 1690     | 4593  | 329        | 50     | 46     | 1161   |
| 18. Total Estimate Cost, line 1, 2 & 17       | 27                              | 137    | 2576   | 89     | 483    | 4940   | 2790  | 2721   |          | 4613  |            | 51     |        |  |

<sup>\*</sup> Cost includes 6.1 mi pavement overlay

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| INTERSTA | TE R | OUTE | NO | 90 | )      |
|----------|------|------|----|----|--------|
| Sheet    | 9    | of   | ·  | .2 | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |              |       |            |         |             |       |  |              |         |              |                |              |                  |
|---|---------------------------------|--------------|-------|------------|---------|-------------|-------|--|--------------|---------|--------------|----------------|--------------|------------------|
| ITEM  | D6                              | D7.1<br>D7.2 | D7.2  | D8<br>D8.1 | D8.1    | D9          | D9.1  | D10.1  | D10.2        | D11     | D12          | D13.1<br>D13.2 | D13.2        | D13.3            |
|   | D7.1                            |              | D8    |            | D9      | D9.1        | D10.1 | D10.2  | D11          | D12     | D13.1        |                | D13.3        | D13.3<br>D14.0.1 |
|   | 23                              | 22           | 23    | 23         | 23      | 23          | 23    | 23   | 23           | 23      | 23           | 23             | 22           | . 22             |
| Section Length, miles (0.1)                   | 3.0                             | 1.5          | 8.2   | 1.3        | 4.2     | 3.1         | 6.1   | 3.1  | 3.1          | 4.9     | 3.9          | 1.4            | 5,2          | 0.9              |
| Class: Rural or Urban (R or U)                | R                               | R            | R     | R          | R       | R           | R     | R  | R            | R.      | R            | R              | R            | U                |
| Urban Area identification (name and code)     |                                 |              |       |            |         |             |       |  |              |         |              |                |              | 356#             |
| Location: Existing, new or toll (E, N or T)   | N                               | E            | N     | N          | N       | N           | N     | N  | N            | N       | N            | N              | E            | E                |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1            | 1     | 1          | 1       | 1           | 1     | 1  | 1            | 1       | 1            | 1              | 1            | 1                |
| No. Lanes to be constructed this estimate     | 2                               | 2            | 4_    | 4          | 0       | 4;          | .4    | 4  | 0            | 0       |              | 0              | 0            | 0                |
| No. Lanes to be improved this estimate        | 0                               | 0            | 0     | 0          | 0       | 0           | 0     | 0  | 0            | 0       | 0            | 0              | 0            | 0                |
| No. through traffic lanes                     | 4                               | 4            | 4     | 4          | 4       | 4           | 4     | 4  | 4            | 4       | 4            | 4              | 4            | 4                |
| Status of improvement October 31, 1969        | 2a(2)f                          | 2a(2)f       | 4a(1) | 4a(1)      | 3a(3)   | 3a(3)       | 3a(3) | 3a(3)  | la(1)f       | _la(l)f | la(1)f       | la(1)f         | la(1)f       | la(1)f           |
| WORK CLASSIFICATION                           |                                 |              |       |            |         |             |       |  |              |         |              |                |              |                  |
| 1. Preliminary Engineering                    |                                 |              |       |            |         |             |       |  | 1            | 2       | 2            | 1              | 1            | 1                |
| 2. Right-of-Way                               |                                 |              |       |            |         |             |       |  |              |         |              |                |              | 1                |
| a. Right-of-Way and acquisition               |                                 |              |       | 1          |         |             |       |  |              |         |              |                |              |                  |
| b. Relocation payments                        |                                 |              |       |            |         |             |       |  |              |         |              |                |              |                  |
| 3. Clear & grub; demolition                   |                                 |              |       |            |         |             |       |  |              |         |              |                | -            | 1                |
| 4. Utility adjustments                        |                                 |              |       |            |         |             |       |  |              |         | 1            |                |              |                  |
| 5. Grade & drain; minor structures            | 598                             | 107          | 4804  | 345        |         |             |       |  |              |         | +            |                | 139          | 24               |
| 6. Subbase; base; surfacing; shoulders        | 247*                            | 123*         | 1112  | 204        | 563     | 415         | 817   | 415  |              |         |              |                | 218          |                  |
| 7. R.R. grade separations                     | 155                             | 120          | 2222  | 204        | , , , , | 4-/         | 017   | 4-7  | -            |         | 1            |                | 210          | 70-              |
| 8. Highway grade separations without ramps    | 39                              | 50           | 191   |            |         |             |       |  |              |         |              | 1              |              |                  |
| 9. Interchanges                               | 7/                              | 70           | 269   | 323        |         |             | 24    | 1  | <u> </u>     | 1       | 21           |                |              | 1                |
| 10. Other bridges; tunnels                    | 617                             | 52           | 215   | )~)        |         |             | 24    |  |              |         | £1           |                | <del> </del> | <del></del>      |
| 11. Walls                                     | OT /                            | )~           | 217   |            |         |             |       |  |              |         |              |                |              | <del> </del>     |
| 12. Traffic control and safety improvements   |                                 |              |       |            |         |             |       | <del>-</del>                                     | <del> </del> |         | -            | <del> </del>   | -            | +                |
| .a.Guardrail; fencing; lighting; traffic      |                                 |              |       |            |         |             |       |  |              | ţ       |              |                |              |                  |
| control devices                               | 68                              | 17           | 190   | 41         | 7       | 5           | 10    | 5  | ł            |         |              |                |              |                  |
| b. Motorist service signs                     | 00                              | ± /          | 190   | 41         | (       | ·           | 10    |  |              |         |              |                |              |                  |
| c. Safety improvements on completed sections  | 5                               |              |       |            |         |             |       |  | 0.5          | 0.5     | 0.5          |                |              |                  |
|   | 2.                              |              |       |            |         | -           |       |  | 25           | 35      | 35           | 11             | 15           | 10               |
| 13. Roadside improvement a. Erosion Control   | 2.1                             |              | 15    | 7.0        |         |             |       |  |              |         |              |                |              |                  |
|   | 14                              | - '/         | 62    | 10_        |         | <del></del> |       | <del>                                     </del> | <del> </del> |         | <del> </del> | +              | 1            | <del> </del>     |
| b_Landscaping<br>c_Rest_Areas                 |                                 |              |       |            |         | 7.00        |       |  |              |         |              |                |              | +                |
|   |                                 |              |       |            |         | 102         |       |  | -            |         |              |                |              |                  |
| d Scenic overlooks                            |                                 |              |       |            |         |             |       |  |              |         |              |                | -            | -                |
|   | 7.7.0                           | 2-4          | 99    |            |         |             | -1    |  |              | -       | ·            |                |              | <u> </u>         |
|   | 1743                            | 356          | 6942  | 923        | 570     | 522         | 851   | 420  | 25           | 35      | 56           | 11             | 372          | 72               |
| 16. Construction Engineering & Contingencies, |                                 |              |       |            |         |             |       |  |              |         |              |                |              |                  |
| 10% of Line 15                                | 174                             | 36           | 694   | 92         | 57      | 52          | 85    | 42   | 3            | 4       | 6            | 1              | 37           | 7                |
| 17. Total Cost of Construction,               |                                 |              |       |            |         |             |       |  |              |         |              |                |              |                  |
| Lines 15 & 16                                 | 1917                            | 392          | 7636  | 1015       | 627     | 574         | 936   | 462  | 28           | 39      | 62           | 12             | 409          | 79               |
| 18. Total Estimate Cost, line 1, 2 & 17       | 1917                            | 392          | 7636  | 1015       | 627     | 574         | 936   | 462  | 29           | 41      | 64           | 13             | 410          | 80               |

<sup>\*</sup> Cost includes 4.5 mi pavement overlay # Billings

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| INTERS | TATE | ROUTE NO | •  | 90     |
|--------|------|----------|----|--------|
| Sheet  | 10   | of       | 12 | Sheets |

|  | ESTIMATE SECTION & FINANCE CODE |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
|--|---------------------------------|---------|------------------|----------------|----------------|-----------------|----------|----------|--------------|----------|----------|----------|--------------|--------------|
| ITEM   | D14.0.1<br>D14.0.2              | D14.0.2 | D14.0.3<br>D15.1 | D15.1<br>D15.2 | D15.2<br>D15.3 | D15.3<br>D16=M1 | M1<br>M2 | M2<br>M3 | M3<br>M4     | M4<br>M5 | M5<br>M6 | M6<br>M7 | M7<br>M8.0.1 | M8.0.1       |
|  |                                 |         | 1                |                |                |                 |          |          |              |          |          |          |              | M9           |
|  | 23                              | 23      | 23               | 23             | 23             | 23              | 23       | 23       | 23           | 23       | 23       | 23       | 21           | 23           |
| Section Length, miles (0.1)                    | 1.2                             | 3.0     | 2.4              | 1.2            | 2.0            | 1.6             | 6.0      | 5.5      | 2.5          | 2.3      | 4.3      | 8,6      | 6.2          | 8.0          |
| Class: Rural or Urban (R or U)                 | II                              | II      | II               | II             | II             | B               | R.       | R        | R            | R        | R        | R_       | R            | R            |
| Urban Area identification (name and code)      | 356#                            | 356#    | 356#             | 356#           | 356#           |                 |          |          |              |          |          |          | <u> </u>     |              |
| Location: Existing, new or toll (E, N or T)    | N                               | N       | N_               | N              | N              | N               | N        | N        | N            | N        | N_       | N        | N            | N            |
| Mileage increment: Code 1, 2, 3 or 4           | 1                               | 1       | 1                | 1              | 1              | 1               |          | 1        | 1            | 1        | 1_       | 111      | 1_           | 11           |
| No. Lanes to be constructed this estimate      | 0                               | 0       | 0                | 0              | 0              |                 | 4        | 4        |              | 4        | 4        | - 4      | 0            | 4            |
| No. Lanes to be improved this estimate         | 0                               | 0       | 0                | 0              | 0              | 0               | 0        | 0        | 0            | 0        | 0_       | 0        | 0            | 0            |
| No. through traffic lanes                      | 4                               | 4       | 4                | 1.             |                | 4               | 4        | 4        | - 4          | 4        | 4        | 4        | 4            | 4            |
| Status of improvement October 31, 1969         | la(1)f                          | la(1)f. | la(1)f           | la(1)f         | la(1)f         | la(1)f          | 3a(3)    | 4a(1)    | 4a(1)        | 4a(1)    | 4a(1)    | 4a(1)    | 3a(2)        | 3a(3)        |
| WORK CLASSIFICATION                            |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| 1. Preliminary Engineering                     | 1                               |         | 3                | 2              | 1              | 2               |          |          |              |          | 20       | 40       | _            |              |
| 2. Right-of-Way                                |                                 |         |                  | 1              |                |                 |          |          |              |          |          |          |              |              |
| a. Right-of-Way and acquisition                |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| b. Relocation payments                         |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| 3. Clear & grub; demolition                    |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| 4. Utility adjustments                         |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| 5. Grade & drain; minor structures             |                                 |         |                  |                |                |                 |          | 1381     | 379          | 302      | 411      | 1178     |              |              |
| 6. Subbase; base; surfacing; shoulders         |                                 |         |                  |                |                |                 | 804      | 756      | 335          | 308      | 576      | 1323     |              | 1248         |
| 7. R.R. grade separations                      |                                 |         |                  |                |                |                 | ·        |          |              |          |          | 169      |              |              |
| 8. Highway grade separations without ramps     |                                 |         |                  |                |                |                 |          | 89       | 259          |          |          |          |              |              |
| 9. Interchanges                                |                                 |         |                  |                |                | 21              | 12       |          |              |          |          | 619      |              | 97           |
| 10. Other bridges; tunnels                     |                                 |         |                  |                |                |                 |          |          |              |          |          | 128      |              |              |
| ll. Walls                                      |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| 12. Traffic control and safety improvements    |                                 |         |                  |                |                |                 |          |          |              |          |          |          |              |              |
| .a.Guardrail; fencing; lighting; traffic       |                                 |         |                  |                |                |                 |          |          |              | 1        |          |          |              |              |
| control devices                                |                                 |         |                  |                |                |                 | 9        | 103      | 32           | 57       | 56       | 120      |              | 13           |
| b. Motorist service signs                      |                                 |         |                  | <u> </u>       |                |                 |          | 1        | - /~         |          | , ,      | 120      |              | /            |
| c. Safety improvements on completed sections   | 16                              | 9       | 45               | 41             | 11             | 30              | _        |          |              |          |          |          |              |              |
| 13. Roadside improvement                       | 101                             |         | 42               | 4±             |                | )0              |          |          |              |          |          |          |              |              |
| a_Erosion Control                              | 1                               |         |                  |                |                |                 |          | 41       | 19           | 17       | 32       | 83       |              |              |
| b Landscaping                                  | 1                               |         |                  |                |                |                 |          | 7-       |              |          | /~       |          |              |              |
| c Rest Areas                                   |                                 |         |                  |                | -              |                 |          |          |              |          | 175      |          |              |              |
| d Scenic overlooks                             |                                 |         |                  |                | -              |                 |          |          | <del> </del> |          | 1,7      |          |              | <del> </del> |
|  |                                 |         |                  |                |                |                 |          | 50       | <del></del>  |          | 50       | 50       |              | 1            |
| 14 All other items 15. Subtotal, lines 3 to 14 | 16                              | 9       | 45               | 41             | 11             | 51              | 825      | 2420     | 1024         | 684      | 1300     | 3670     |              | 1358         |
| 16. Construction Engineering & Contingencies,  | 10                              |         | -4)              | 41             | 11             | JΙ              | 02)      | 2420     | 1024         | 004      | 1,00     | 7070     |              | 1770         |
| 10% of Line 15                                 | 2                               | 1       | E                | ,              | 1              | E               | 83       | 242      | 102          | 68       | 130      | 367      |              | 136          |
| 17. Total Cost of Construction,                | 2                               | Т       | 2                | 4              | Ι              | 2               | 8)       | 242      | 102          | 08       | 130      | 507      |              | 1,00         |
| Lines 15 & 16                                  | 10                              | 10      | 50               | 1.5            | 7.0            | = (             | 000      | 2662     | 1126         | 752      | 1/20     | 4037     |              | 1494         |
|  | 18                              | 10      | 50               | 45             | 12             | 56              | 908      |          |              |          | 1430     |          |              |              |
| 18. Total Estimate Cost, line 1, 2 & 17        | # Billing                       | 10      | 53               | 47             | 13             | 58              | 908      | 2662     | 1126         | 752      | 1450     | 4077     |              | 1494         |

# Billings

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| INTERS | TATE RO | UTE NO | 90 |        |
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| Sheet  | 11      | of_    | 12 | Sheets |

|   | ESTIMATE SECTION & FINANCE CODE |        |        |            |  |        |        |         |       |       |       |       |            |
|---|---------------------------------|--------|--------|------------|--|--------|--------|---------|-------|-------|-------|-------|------------|
| ITEM  | M9_                             | MIO    | Mll    | M12<br>M13 | M13  | M1.4   | M15    | M15.1.0 | M16   | M17   | MT8   | M19   | M20<br>M21 |
|   | MIO                             | Mll    | M12    |            | M14  | M15    | M15.1  | M16     | M17   | M18   | M19   | M2Ó   |            |
|   | 22                              | 22     | 22     | 22         | 22   | 22     | 22     | 23      | 23    | 23    | 23    | 23    | 23         |
| Section Length, miles (0.1)                   | 2.4                             | 0.7    | 5.1    | 0.9        | 1.7  | 0.8    | 4.6    | 2.0     | 10.4  | 1.4   | 12.7  | 5.6   | 4.6        |
| Class: Rural or Urban (R or U)                | R                               | R      | R      | R          | R  | R      | R      | R       | R     | R     | R     | R     | R R        |
| Urban Area identification (name and code)     |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| Location: Existing, new or toll (E, N or T)   | E                               | E      | Е      | Е          | E  | E      | E      | N       | N     | N     | N     | N     | N          |
| Mileage increment: Code 1, 2, 3 or 4          | 1                               | 1      | 1      | 1          | 11   | 1      | 1      | 1       | 1     | 1     | 11    | 1_    | 1          |
| No. Lanes to be constructed this estimate     | 2                               | 0      | 2      | 0          | 0  | 2      | 2      | 4       | 4     | 4     | 4     | 4_    | 4          |
| No. Lanes to be improved this estimate        | 2                               | 4      | 2      | 0          | 0  | 0      | 0      | 0       | 0     | 0     | 0     | 0     | 0          |
| No. through traffic lanes                     | 4                               | 4      | 4      | 4          | 4  | 4      | 4      | 4       | 4     | 4     | 4     | 4     | 4          |
| Status of improvement October 31, 1969        | 2a(3)f                          | la(1)f | 2a(2)f | la(1)f     | la(1)f_  | 2a(2)f | 2a(2)p | 2a(2)p  | 4a(3) | 4a(3) | 4a(3) | 4a(3) | 4a(3)      |
| WORK CLASSIFICATION                           |                                 |        |        |            | ļ  |        |        |         |       |       |       |       |            |
| 1. Preliminary Engineering                    |                                 |        |        |            | 1  | 1      | 9      |         |       |       | 355   | 140   | 105        |
| 2. Right-of-Way                               |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| a. Right-of-Way and acquisition               |                                 |        |        |            | 5  | 3      | 20     | 14      | 70    | 14    | 90    | 63    | 34         |
| b. Relocation payments                        |                                 |        |        |            |  | , ,    | 5      |         |       |       |       |       |            |
| 3. Clear & grub; demolition                   |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| 4. Utility adjustments                        |                                 |        |        |            | 10   | 10     | 20     | 10      | 30    | 10    | 10    | 10    | 25         |
| 5. Grade & drain; minor structures            |                                 |        | 389    | <u> </u>   | 21   | 87     | 612    | 226     | 1381  | 198   | 4048  | 1709  | 2012       |
| 6. Subbase; base; surfacing; shoulders        | 272×                            | 16*    | 461*   | 21*        | 73×  | 115*   | 619*   | 312     | 1622  | 218   | 1981  | 874   | 718        |
| 7. R.R. grade separations                     |                                 |        |        |            |  |        |        |         |       |       | 1     |       |            |
| 8. Highway grade separations without ramps    |                                 |        | 44     |            |  |        | 120    |         |       |       | 230   | 115   |            |
| 9. Interchanges                               |                                 |        | ,      |            | 21   |        |        | 276     |       | 280   |       | 264   |            |
| 10. Other bridges; tunnels                    |                                 |        | -      |            |  | 248    |        | 189     |       |       |       |       |            |
| II. Walls                                     |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| 12. Traffic control and safety improvements   |                                 |        |        | <u> </u>   |  |        |        |         |       |       |       |       |            |
| .a.Guardrail; fencing; lighting; traffic      |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| control devices                               | 4                               | 13     | 26     | 14         | 2  | 6      | 19     | 15      | 132   | 45    | 234   | 95    | 104        |
| b. Motorist service signs                     |                                 |        |        |            | <del>                                     </del> |        |        |         |       |       |       |       |            |
| c. Safety improvements on completed sections  |                                 |        | 7      |            | 14   |        |        |         |       |       |       |       |            |
| 13. Roadside improvement                      |                                 |        | ,      |            | 4  |        |        |         |       |       |       |       |            |
| a Erosion Control                             |                                 |        | 23     |            |  | 4      | 21     | 15      | 78    | 11    | 96    | 42    | 35         |
| b Landscaping                                 |                                 |        |        |            |  |        |        |         |       |       |       |       |            |
| c Rest Areas                                  |                                 |        | -      |            |  |        | 25     |         | 175   |       | 1     |       | 175        |
| d Scenic overlooks                            |                                 |        |        |            |  |        |        |         |       |       |       | 1     |            |
| 14 All other items                            |                                 |        |        |            |  |        |        |         |       | 1     |       |       |            |
| 15. Subtotal, lines 3 to 14                   | 276                             | 29     | 950    | 35         | 141  | 470    | 1436   | 1043    | 3418  | 762   | 6599  | 3109  | 3069       |
| 16. Construction Engineering & Contingencies, | 210                             | ~ /    |        | 77         |  | 410    | 2470   | 1049    | 7440  | 1     | 1     | 7     |            |
| 10% of Line 15                                | 28                              | 3      | 95     | 4          | 14   | 47     | 144    | 104     | 342   | 76    | 660   | 311   | 307        |
| 17. Total Cost of Construction,               |                                 |        |        | i i        |  | , ,    | , ,    |         |       |       |       |       |            |
| Lines 15 & 16                                 | 304                             | 32     | 1045   | 39         | 155  | 517    | 1580   | 1147    | 3760  | 838   | 7259  | 3420  | 3376       |
| 18. Total Estimate Cost, line 1, 2 & 17       | 304                             | 32     | 1045   | 39         | 161  | 521    | 1614   | 1161    | 3830  | 852   |       | 3623  | 3515       |

<sup>\*</sup> Cost includes 16.2 mi pavement overlay

| STATE   | MONTANA | INTE  |
|---------|---------|-------|
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INTERSTATE ROUTE NO. 90
Sheet 12 of 12 Sheets

|  |  | SUBTOTAL    |                |             |               |   |   |             |        |  |              |
|--|--|-------------|----------------|-------------|---------------|---|---|-------------|--------|--|--------------|
| ITEM   |  |             |                |             | ATE SECTION   |   |   |             |        |  | TOTAL FOR    |
| ١٥٠٨ شامل  |  |             |                |             |               |   |   |             | RURAL  | URBAN  | RURAL        |
|  |  |             |                |             |               |   |   |             |        |  |              |
| Section Length, miles (0.1)  |  |             |                |             |               |   |   |             | 527.1  | 15.3   | 542.4        |
| Class: Rural or Urban (R or U)   |  |             |                |             |               |   |   |             |        |  |              |
| Urban Area identification (name and code)  |  |             |                |             |               |   | } |             |        |  |              |
| Location: Existing, new or toll (E, N or T)  |  |             |                |             |               |   |   |             |        |  |              |
| Mileage increment: Code 1, 2, 3 or 4   |  |             |                |             |               |   |   |             |        |  |              |
| No. Lanes to be constructed this estimate  |  |             |                |             |               |   |   |             |        |  |              |
| No. Lanes to be improved this estimate   |  |             |                | ·           |               |   |   |             |        |  |              |
| No. through traffic lanes  |  |             |                | 1           |               |   |   | İ           |        |  |              |
| Status of improvement October 31, 1969   |  |             |                |             |               |   |   |             |        |  |              |
| WORK CLASSIFICATION  |  |             |                |             |               |   |   |             |        |  |              |
| 1. Preliminary Engineering   |  |             |                |             |               |   |   |             | 1331   | 35   | 1366         |
| 2. Right-of-Way  |  |             |                |             |               |   |   |             | -//-   |  | 1 2/00       |
| a. Right-of-Way and acquisition  |  | i i         |                |             |               |   |   |             | 2358   |  | 2358         |
| b. Relocation payments   |  |             |                |             |               |   |   |             | 79     |  | 79           |
| 2 Clean & graph, demolition  |  |             |                | -           | -             |   |   |             | 2282   |  | 2282         |
| / Utility adjustments  |  |             |                |             |               |   |   |             | 1959   | <del> </del>                                     | 1959         |
| 5 Grade & drain: minor structures  |  | <del></del> | <del></del>    | <del></del> | +             |   |   |             | 57963  | 24   |              |
| Subhase: hase: surfacing: shoulders  | +  |             |                | <u> </u>    |               |   |   |             | 42445  | 284  | 42729        |
| 7 R R grade separations  |  |             |                |             | +             |   |   |             | 4361   | 204  | 1261         |
| 4. Utility adjustments 5. Grade & drain; minor structures 6. Subbase; base; surfacing; shoulders 7. R.R. grade separations 8. Highway grade separations without ramps 9. Interchanges 0. Other bridges; tunnels 1. Walls | <del>                                     </del> | <del></del> |                |             |               |   |   | <del></del> | 3346   | <del>                                     </del> | 4361<br>3346 |
| O. Interphonas   | +  |             |                |             | +             |   |   |             | 11633  | 21   | 11654        |
| Other bridges turnels  |  |             | <del>-  </del> |             |               | - |   |             | 18434  | 21   | 18434        |
| o. other bridges; turners  |  |             |                |             | 1             |   |   |             |        |  |              |
| - Walls  |  |             |                |             | <del>  </del> |   |   |             | 63     | +  | 63           |
| 2. Irailic control and safety improvements   |  |             |                |             |               | İ |   |             |        |  |              |
| .a.Guardrail; fencing; lighting; traffic   |  |             |                |             |               | 1 |   |             | 5/00   |  | 5100         |
| control devices  |  |             |                |             |               |   |   |             | 5692   |  | 5692         |
| b. Motorist service signs  |  |             |                |             |               |   |   |             |        |  |              |
| c. Safety improvements on completed sections   |  |             |                |             |               |   |   |             | 2014   | 255  | 2269         |
| 3. Roadside improvement  |  |             |                |             |               |   |   | 1           |        |  |              |
| a <u>Erosion Control</u>   |  |             |                |             |               |   |   |             | 1902   | <b>_</b>   | 1,902        |
| b_Landscaping  |  |             |                |             |               |   |   |             | 125    | 92   | 217          |
| c_Rest Areas   |  |             |                |             | 1             |   |   |             | 2132   |  | 2132         |
| d Scenic overlooks   |  |             |                |             | 1             |   |   |             | .50    |  | 50           |
| All other items  Subtotal, lines 3 to 14   |  |             |                |             |               |   |   |             | 2713   |  | 2713         |
| Subtotal, lines 3 to 14  |  |             |                |             |               |   |   |             | 157114 | 676  | 157790       |
| 6. Construction Engineering & Contingencies,   |  |             |                |             |               |   |   |             |        |  |              |
| 10% of Line 15   |  |             |                |             |               |   |   |             | 15720  | 68   | 15788        |
| 7. Total Cost of Construction,   |  |             |                |             |               |   |   |             |        |  |              |
| Lines 15 & 16  |  |             |                |             |               |   |   |             | 172834 | 744  | 173578       |
| 8. Total Estimate Cost, line 1, 2 & 17   |  |             |                | -           |               |   |   |             | 176602 |  | 177381       |

| Si an atuma ia Taya Mi | 1 Chiffin | State Highway Engineer | March 1, 1970 |
|------------------------|-----------|------------------------|---------------|
| Signature: State:      | Name      | Title                  | Date          |
| 1497.8                 | towart_   | Division Engineer      | March 1, 1970 |
| BPR:                   | Name      | Title                  | Date          |

STATE \_\_\_\_\_MONTANA

INTERSTATE ROUTE NO. 90
Sheet 1 of 12 Sheets

|  | ESTIMATE SECTION & FINANCE CODE                  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
|--|--|--------------|--|-------|----------|----------|--------------|---|--------------|----------|--|--|--|--------------|--|-------|--------------|---------------|--------|-------|---------|--------------|--|----------|--|------|--|-------|
|  | A1   |              | 1 12   | .0.1  | A2.0     | ) 2      | A3.          | 7                                       | А3.          | 2        | A3.  |  | A4   | 7 T T O I V  | A5.1   | 'ANOT | A5.2         |               | A6     |       | A7      |              | A8.  | 7        | A8.2   | 7    | A8.2   | , ,   |
| ITEM   | A2   | 0.7          |  | .0.2  | A3.3     |          | A3.          |   | A3.          |          | A4   |  | A5 .:  | 7            | A5.2   |       | A6           | ļ             | A7     |       | A8.     | 1            |  | 2.1      | A8.2   |      | A8.3   |       |
| T 7 14/41  | The .  | 22           | 436  | 22    | 15/0-    | 22       | <u> </u>     | 22                                      | 11/0         | 22       | 127  | 22                                     | 11/  | 22           | 117.2  | 22    |              | 22            | 111    | 23    | 110.    | 23           | 7.00   | 23       |  | 22   |  | 23    |
| Section length, miles (0.1)  | 1  | 4.2          |  | 3.0   | <b></b>  | 3.7      | <del> </del> | 5.4                                     |              | 5.4      |  | 0.2                                    |  | 5.2          |  | 4.5   |              | .9            |        | 1.1   |         | 0.2          |  | 0.9      |  | 3.4  |  | 4.2   |
| Class: Rural or Urban (R or U)   |  | R            | <del>                                     </del> | R     |          | R        |              | R                                       |              | R        |  | R                                      |  | R            |  | R     |              | R             |        | R     |         | R            |  | R        |  | R    |  | R     |
| Urban Area identification (name and code)  |  |              |  |       |          |          |              |   |              | -        |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| Location: Existing, new or toll (E, N or T)  |  | E            |  | E     |          | E        |              | E                                       |              | E        |  | E                                      | 1 .  | E            |  | E     |              | E             | -      | N     |         | N            |  | N        |  | E    |  | N     |
| Mileage increment: Code 1, 2, 3 or 4   |  | 1            |  | 1     |          | 1        |              | 1                                       |              | 1        |  | 1                                      |  | 1            |  | 1     |              | 1             |        | 1     |         | 1            |  | 1        |  | 1    |  | 1     |
| No. Lanes to be constructed this estimate  |  | 4            |  | 4     | Ī        | 4        |              | 4                                       |              | 4        |  | 4                                      |  | 4            |  | . 4   |              | 4             |        | 4     |         | 4            |  | 4        |  | 4    |  | 4.    |
| No. Lanes to be improved this estimate   |  | 0            |  | 0     |          | 0        |              | 0                                       |              | 0        |  | 0                                      |  | 0            |  | 0     |              | 0             |        | 0     |         | 0            |  | 0        |  | 0    |  | 0     |
| No. through traffic lanes  |  | 4            | <u> </u>   | 4     |          | 4        |              | 4                                       |              | 4        |  | 4                                      |  | 4            |  | 4     |              | 4             |        | 4     |         | 4            |  | 4        | <u> </u>   | 4    |  | 4     |
| Status of improvement, October 31, 1969 (PR-511)                                     | 4a   | (1)          | - 4  | 4a(1) | 1        | 4a(1)    | 4            | a(1)                                    | 4            | a(1)     |  | 4a(l)                                  | 4  | a(3)         | 4  | a(3)  | 4a           | (1)           | 48     | a(1)  | 4       | a(1)         | 4  | a(1)     | 48   | a(3) | 4  | a(3)  |
|  | 1  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
|  |  |              |  |       |          |          |              |   | ESTIM        | ATED     | COST   | S (\$1 <sub>.</sub>                    | ,000)  | AND          | NUMBER   | ROF   | UNITS        | AND           | STRUC  | TURES | S       |              |  |          |  |      |  |       |
|  |  | ·            |  |       | •        |          |              | _                                       | ,            | •        |  |  | ,  |              |  |       | ,            |               |        |       |         | <del>,</del> |  |          |  |      |  |       |
| Item No. From WORK CLASSIFICATION  | IIm i +  | C+n          | IImi   | C+ ~  | IIni+    | C+ 20    | IImi+        | C+n                                     | IIni+        | C+ m     | IImi+  | S+n                                    | IInd t   | C+n          | IIni+  | C+n   | Unit         | C+ n          | uni+   | C+n   | IIn i t | - C+n        | IIni+  | Ctn      | IIn i +  | Str  | IIni+  | C+ == |
| Table C  | Onle   | DUL          | OILL   | d Str | OHIL     | Str      | Onlo         | 1 201.                                  | 0111 6       | DUT.     | 01111  | Jour                                   | 01111  | SUL          | 0111.0   | DOT.  | OULL         | 201.          | 0111.0 | 201   | OHIL    | 4 201        | 0111.0   | SUL      | onity  | 201. | חווד ר   | Drt.  |
| 7. R.R. grade separation - Cost  | -  | T -          | -  |       |          |          | ļ            | 1                                       |              |          |  |  |  |              | -  |       |              |               |        |       |         |              |  |          | -  |      |  |       |
| a. No. to be constructed   | 1  | 2            | 1 1  | 2     |          | l        | ļ            | <u> </u>                                |              | <u> </u> | ļ  |  |  |              |  |       |              | -             |        |       |         | <u> </u>     | <u> </u>   | L        | ļ  |      | 1  | 2     |
| Cost   | ļ .  | 138          | <u> </u>   | 292   | ļ        | ·        |              | î .                                     | ļ            | ,        | ļ  | <del></del> -                          |  |              | ļ  |       |              |               |        |       |         |              | ļ  |          |  |      | ļ,   | 476   |
| b. No. in service or authorized - to be improved                                     | <u> </u>   | <u> </u>     | ļ  | J     | ļ        | <u> </u> |              | ļ                                       | ļ            | I        | ļ  |  | <del>                                     </del> | L            | ļ  |       | ļ            |               |        |       |         | <u></u>      | ļ  | L        | ļ  |      | ļl   |       |
| Cost   | <del> </del>                                     |              | <b> </b>   | 1     | <u> </u> | 1        | <b>}</b>     | 1                                       |              |          |  | 1                                      |  |              | <del> </del>                                     |       | -            |               |        |       |         |              | <del>                                     </del> | 1        | <del>                                     </del> |      | ļ  |       |
| c. No. in service - cost = zero  | <del> </del>                                     | <del> </del> | ļ<br>  | -     | -        |          | ļ            | <del></del>                             | -            |          |  | -                                      |  |              |  |       | -            | -             |        |       |         |              | <del> </del>                                     |          |  |      |  |       |
| d. No. in authorized status - cost = zero  | <del>                                     </del> |              | -  |       |          |          |              | 1                                       |              |          |  |  | <del>                                     </del> |              |  |       |              | $\overline{}$ |        |       |         | l .          |  | <u> </u> | -  |      |  |       |
| 8. <u>Highway grade separations without ramps - Cost</u>                             | <del> </del> -                                   | -            | 1 7  | 1 2   |          | _        |              | , — —                                   | -            |          | <u> </u>   | 1                                      | <del> </del>                                     |              | <del>                                     </del> |       | 7 1          | 7             |        |       |         | Т            |  | r        | -  |      | ļ.,,   |       |
| a. No. to be constructed   | <del> </del>                                     | L            | <u> </u>   | 2     |          |          | 1            | <u> </u>                                | <u> </u>     | 1        | ļ  |  |  | <u> </u>     | <del>                                     </del> |       |              |               |        | -     |         |              | <del>}</del>                                     | L        |  |      | <u> </u>   |       |
| Cost   | }  | ,            | <del>                                     </del> | 105   |          |          |              |   | <u> </u>     | î ———    | ļ  | Ţ                                      |  | <del> </del> | <del>                                     </del> |       |              | 71            |        |       |         | 1            | ļ  | 1        | -  |      | ļ  |       |
| b. No. in service or authorized - to be improved                                     | <del> </del>                                     |              | <del> </del>                                     |       |          | L        | <b>!</b>     |   | <del> </del> |          | <del>                                     </del> | ــــــــــــــــــــــــــــــــــــــ |  | L            | 1  |       | <del> </del> |               |        |       |         |              |  | 1        | -  |      |  |       |
| Cost   | \  | 1            | <b>}</b> -                                       | 1     | -        |          | ¦            | ĭ——                                     | ļ            |          |  | T                                      | <del> </del>                                     |              | -  |       | -            |               | i      |       |         | 1            | <del>                                     </del> | 1        | -  |      | <del> </del>                                     |       |
| <pre>c. No. in service - cost = zero d. No. in authorized status - cost = zero</pre> | ├──  |              |  |       |          | -        |              | -                                       |              |          |  | -                                      | <del> </del>                                     |              | 1  |       |              |               |        |       |         | +            |  | -        |  |      |  |       |
| 9. Interchanges - Cost   |  | -            |  |       |          |          |              | 1                                       |              |          |  | 1                                      | <u> </u>   |              | <del> </del>                                     |       |              |               |        |       |         |              | <del> </del>                                     |          | _  |      |  |       |
| a. No. to be constructed   | 7  | 7            | 7  | 2     | 7        | 2        | 7            | 2                                       | 7            | 2        | 7  | 2                                      | 2  | 2            | 7 7  | 2     |              |               | 7      | 2     |         | T            | 1  | Т        | -  |      |  |       |
| Cost   |  | 131          | ╂──╧─  | 118   |          | 120      |              | 717                                     |              | 110      |  | 110                                    | 2  | 96           | <del>   </del>                                   | 441   |              |               |        | 124   |         | -            | 1  |          |  |      | $\vdash$   |       |
| b. No. in service or authorized - to be improved                                     | -  | 171          | <del> </del>                                     | 110   |          | 120      |              | <u> </u>                                |              | 110      | 1  | 1                                      |  | 1            |  | 441   |              |               |        | 124   |         | 1            | 1  | 1        |  |      |  |       |
| Cost   | 1  | 1            |  |       |          |          |              | <u> </u>                                |              |          |  |  |  |              | <del>                                     </del> |       |              |               |        |       |         | 1            | 1  | 1        | <del> </del>                                     | -    | <del>                                     </del> |       |
| c. No. in service - cost = zero  | <u> </u>   |              | <del>                                     </del> |       |          |          |              | ľ                                       |              |          |  |  |  | Ι            |  |       |              |               |        |       |         | 1            | <del>                                     </del> | 1        | †  |      |  |       |
| d. No. in guthorized status - cost = zero  |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| 10. Other bridges and tunnels - Cost   |  |              |  |       |          |          |              |   |              |          |  | 1                                      |  | •            |  |       |              |               |        |       |         | -            |  |          |  |      |  |       |
| a. No. to be constructed   |  |              |  |       | 2        | 4        |              |   |              |          |  |  | 7  | 9            | 3  | 5     | 1            | 1             | 1      | 4     | 1       | 2            |  |          |  |      | 1  | 2     |
| Cost   |  |              |  |       |          | 405      |              |   |              |          |  | •                                      | 2  | 879          | 160  | 65    | 1            | 55            |        | 642   | ]       | 1841         |  |          |  |      | 2  | 205   |
| b. No. in service or authorized - to be improved                                     |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         | 1            |  |          |  |      |  |       |
| Cost   |  |              |  |       |          |          |              | ^                                       |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| c. No. in service - cost = zero  |  |              |  |       |          |          |              |   |              |          |  | T                                      |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| d. No. in authorized status - cost = zero  |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
|  |  |              |  |       |          |          |              | • |              |          |  | •                                      | ,  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
|  |  |              |  |       |          |          |              |   | ]            | ESTIM    | ATED   | COSTS                                  | 5 (\$1,  | ,000)        | AND 1  | UMBE  | ER OF I      | REST          | AREAS  | 5     |         |              |  |          |  |      |  |       |
| 13c. Rest Areas - Cost   |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| a. No. to be constructed   |  |              |  | 2     |          |          |              |   |              |          |  | 1                                      |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| Cost   |  |              |  | 175   |          |          |              |   |              |          | 1  | 04                                     |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| b. No, in service or authorized - to be improved                                     |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| Cost   |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| c. No. in service - cost = zero  |  |              |  |       |          |          |              |   |              |          |  |  |  |              |  |       |              |               |        |       |         |              |  |          |  |      |  |       |
| 2 37   |  |              |  |       |          |          |              |   |              |          | 1  |  | 1  |              |  |       | T            |               |        |       |         |              | 1  |          | 1  |      | 1  |       |

STATE MONTANA

MATE SECTIONS WITH ROUTE TOTALS INTERSTATE ROUTE NO. 90
Sheet 2 of 12 Sheets

|  |        |                |      | -    |      |               |      |                  |          |               | ES    | TAMIT    | E SEC | TION    | & FIN.   | ANCE    | CODE   |           |         |                  |      |           |  |  |              |               |        |
|--|--------|----------------|------|------|------|---------------|------|------------------|----------|---------------|-------|----------|-------|---------|--|---------|--|-----------|---------|------------------|------|-----------|--|--|--------------|---------------|--------|
|  | A8.3   |                | A9.  | 1    | A9.2 |               | A9.: | 3                | AlO      |               | All   |          | A12.  |         | Al2.2  | _       | A12.   | 2         | A13.1   |                  | A13. | 3         | AT Z   |  | A15 0        | Λ             | 15.0.2 |
| ITEM   | A9.1   |                | A9.  | 2    | A9.3 |               | Alo  | , ;              | All      |               | Al2.  | .1       | Al2   | 2       | A12.3  |         | A13.   | í l       | A13.3   | 3                | Al4  | • /       | Al4<br>Al5.                                      | 0.1 l  | A15.0.       | 5 A           | 16     |
| ab abs death F b   |        | 2              |      | 23   |      | 23            |      | 23               |          | 22            |       | 23       |       | 23      |  | 22      |  | 22        |         | 23               |      | 23        |  | 22   | 23           |               | 23     |
| Section length, miles (0.1)                                  | 7      | -              |      | 2.3  | -    | 1.2           | -    | 1.8              |          | 3.9           |       | 5.7      |       | 2.1     |  | .0      |  | .7        |         | .5               |      | 4.3       |  | 3.7  | 1.1          |               | 1.7    |
| Class: Rural or Urban (R or U)                               |        | R              | _    | R    |      | R             |      | R                |          | R             |       | R        |       | R       |  | R       |  | R         |         | R                |      | R         |  | R  | B            |               | R      |
| Urban Area identification (name and code)                    |        | 10             |      | . 10 |      | -10           |      | 10               |          | 10            |       | - 1      |       | - 1     |  | - 1     |  |           |         |                  |      |           |  |  |              |               | 11     |
| Location: Existing, new or toll (E, N or T)                  |        | E              |      | N    |      | N             |      | M                |          | E             |       | N        |       | N       |  | E       |  | E         |         | N                |      | N         |  | E  | N            |               | N      |
| Mileage increment: Code 1, 2, 3 or 4                         |        | 1              |      | 1    |      | 7             |      | 7                |          | 7             |       | 1        |       | 1       |  | 7       |  | 7         |         | 7                |      | 1         |  | 1  | 7            |               | 1      |
| No. Lanes to be constructed this estimate                    |        | 2              |      | 2    |      | 0             |      | 0                |          | 0             |       | 0        |       | 0       |  | 0       |  | 2         |         | 2                |      | 2         |  | 2  | 0            |               | 2      |
| No. Lanes to be improved this estimate                       |        | $\tilde{0}$    |      | 0    |      | 0             |      | 0                |          | 0             |       | 0        |       | 0       |  | Ō       |  | 0         |         | 0                |      | 0         | $\vdash$   | 0  | 0            |               | 0      |
| No. through traffic lanes                                    |        | Ž.             |      | 1.   |      | 7.            |      | 1:               |          | 1.            |       | ۷.       |       | 2       |  | <u></u> |  | 4         |         | 4                |      | 4         |  | 4  |              |               | 1.     |
| Status of improvement, October 31, 1969 (PR-511)             | 2a(2   | )f             | 2a   | (2)f | la   | (1)f          | ไลโ  | $\frac{7}{(1)f}$ | la       | $\frac{1}{1}$ | 1 :   | a(1)f    | 1a(   | (1)f    | 1a(  | 7 Tr    | 28   | (2)f      | 2a1     | (2)f             | 2:   | a(2)f     | 28   | (2)f   | la(1)        | f             | 2a(2)f |
| buatus of improvement, october jr, 1707 (in-)117             | 24/2   | /- 1           | 14   | (~)- | 100  | ( - / -       | 40   | ( - ) -          | 14       | -(-/-         |       | -(-/-    |       | ( - / - |  | - /-    |  | . \ ~ / = |         | ( / - ]          |      | - ( - ) - |  | .(2)1  | 44(1)        | -             | 24(24  |
|  |        |                |      |      |      |               |      | ī                | ESTIM.   | רקיי∆         | വേടനാ | : (\$1   | 000)  | ΔNT) 1  | NUMBER   | OF      | IINITTS  | AMD       | CALBITC | אמוו <b>יי</b> י | S    |           |  |  |              |               |        |
|  |        |                |      |      |      |               |      | -                |          | MILD          | OODIL | , (Ψ±,   | ,000) | ו עואת  | MOMETIC  | Or      | ONTID  | MIND      | DINOC   | 1010             | S    |           |  |  |              |               |        |
| Item No. From  |        |                |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              |               |        |
| Table C WORK CLASSIFICATION                                  | Unit S | tr             | Unit | Str  | Unit | Str           | Unit | Str              | Unit     | Str           | Unit  | Str      | Unit  | Str     | Unit S   | Str     | Unit   | Str       | Unit    | Str              | Unit | Str       | Unit   | Str  | Unit St      | r Uni         | it Str |
| 7. R.R. grade separation - Cost                              |        |                |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              |               |        |
| a. No. to be constructed                                     |        |                |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              |               |        |
| Cost   |        | - i            |      |      |      | Ť             |      |                  |          |               |       | •        |       |         | ,  |         |  |           |         |                  |      |           |  |  |              |               |        |
| b. No. in service or authorized - to be improved             |        | <del></del>    |      |      | 1    | Ī             |      |                  |          |               | -     |          |       |         | 7  |         | Т  |           | 2       |                  | 1    | 2         |  |  |              |               |        |
| Cost   |        |                |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         | 498              |      | 89        | i  |  |              |               |        |
| c. No. in service - cost = zero                              |        |                |      |      |      |               |      |                  |          |               | 3     | 1        |       |         | Т  |         |  |           |         | 4/0              |      |           | <del> </del>                                     | Γ  |              |               |        |
| d. No. in authorized status - cost = zero                    |        |                |      |      |      |               |      |                  |          |               |       | -4-      |       |         |  |         |  |           |         |                  |      |           |  | i  |              | -             | _      |
| 8. Highway grade separations without ramps - Cost            |        |                |      |      |      |               |      |                  |          |               |       | -        |       |         |  |         |  |           |         |                  |      |           |  |  |              |               | -      |
| a. No. to be constructed                                     |        |                |      |      |      |               |      |                  | -        |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              |               |        |
| Cost   |        | <del></del> ¦  |      |      |      |               |      |                  | <br>     |               |       | <u> </u> |       |         |  |         |  |           |         |                  |      |           | -  |  |              |               |        |
| b. No. in service or authorized - to be improved             |        | -              | 1    | 2    |      |               |      |                  |          | į —           |       |          |       |         |  |         |  |           |         |                  |      |           | <del>                                     </del> |  |              |               |        |
| Cost   |        |                |      | 12   |      | <del> </del>  |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      | <u> </u>  | <del></del>                                      |  |              |               |        |
| c. No. in service - cost = zero                              |        |                |      | _42_ |      |               | I    |                  |          |               |       |          | 7     | 2       | -  |         |  |           |         |                  | }    |           | -  | 1  |              |               |        |
| d. No. in authorized status - cost = zero                    |        |                |      |      |      |               |      |                  |          |               |       |          |       | 4       |  |         |  |           |         |                  |      |           |  | <del>                                     </del> |              |               |        |
| 9. Interchanges - Cost                                       |        |                |      |      |      | <del>-</del>  |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              | $\rightarrow$ |        |
| a. No. to be constructed                                     |        |                |      |      |      |               |      |                  |          |               | -     |          | -     |         |  |         |  |           |         |                  |      |           | <del> </del>                                     |  |              |               |        |
| Cost   |        |                |      |      |      | <del></del>   | 1    | <u> </u>         |          |               |       |          |       | -       |  |         |  |           |         |                  | -    |           | <del>                                     </del> | 1  |              |               |        |
| b. No. in service or authorized - to be improved             |        |                |      |      |      |               |      |                  |          | ·             |       |          |       |         | <u> </u>   |         |  |           |         |                  | 1    | 1         |  |  |              |               |        |
| Cost   |        |                |      |      |      |               |      |                  |          |               |       |          |       |         | <del></del>                                      |         |  |           |         |                  |      | 36        |  | 1  |              | _             |        |
| c. No. in service - cost = zero                              |        |                |      |      | 7 ]  |               | 1    |                  |          | 1             | 7     |          |       |         | 7  | 2       |  |           | -       |                  |      | 70        | -  | T  |              |               |        |
| d. No. in authorized status - cost = zero                    |        |                |      |      |      | -6-           |      |                  |          |               |       |          |       |         |  | 2       | <del>  </del>                                    |           |         |                  |      |           |  |  |              |               |        |
| O. Other bridges and tunnels - Cost                          |        | _              |      |      |      |               |      |                  |          |               |       |          |       |         | <u> </u>   |         |  |           |         |                  |      | -         |  |  |              | _             |        |
| a. No. to be constructed                                     | 1 7    | 2              |      |      |      |               |      |                  |          |               |       |          |       |         |  |         | <b></b> -  |           |         |                  |      |           |  |  |              |               |        |
| Cost   | 241    | 64             |      |      |      | $\overline{}$ |      |                  | $\vdash$ |               |       | L        |       |         |  |         | <del>                                     </del> |           |         |                  |      |           |  | -  |              |               |        |
| b. No. in service or authorized - to be improved             |        | <del>-  </del> | 7    | 2    | Т    |               | J    |                  |          |               |       | 1        |       |         |  |         |  |           | 7       | 2                | 1    | 2         |  |  |              |               | 1      |
| Cost   |        | -+             | 1    | 685  |      |               |      |                  |          | 1             |       |          |       |         |  |         |  |           |         | 014              | -    | 602       |  | -  | 1            |               | -      |
| c. No. in service - cost = zero                              |        | -              |      | 082  |      |               | 2 1  | ,                | <u> </u> | 1             |       | ,        |       |         |  |         |  | -         |         | 014              |      | 002       | 1  |  |              |               |        |
| d. No. in authorized status - cost = zero                    | -      |                |      |      |      |               | 2    | -4               | Τ_       | 1             | 2     | 4        |       |         | <del>                                     </del> |         |  |           |         |                  |      |           | 1  | -  | -            |               |        |
| d. No. 111 addition 12ed Status - Cost - 2ero                |        | -              |      |      |      |               |      |                  |          | نيسا          |       |          |       |         |  |         |  |           |         |                  | _    |           |  | _  |              |               |        |
|  |        |                |      |      |      |               |      |                  | 7        | ESTIM         | ATED  | COSTS    | (\$1  | (000    | AND N  | UMBE    | ROF  | REST      | AREAS   | 3                |      |           |  |  |              |               |        |
| 3c. Rest Areas - Cost  |        |                |      | - 1  |      | T             |      |                  |          |               |       | 70010    | (ΨΞ,  | 700)    | 1  |         |  |           |         |                  | 1    |           | T  |  |              |               |        |
| a. No. to be constructed                                     |        | +              |      |      |      | +             |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  | -            | -             |        |
| Cost   |        | -              |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           |  |  |              |               |        |
|  |        |                |      |      |      |               |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  | -    |           | -  | 2  | <del> </del> |               |        |
| <u>b. No. in service or authorized - to be improved</u> Cost |        |                |      |      |      | $\rightarrow$ |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           | -  | 5  |              |               |        |
|  |        |                |      |      |      | -             |      |                  |          |               |       |          |       |         |  |         |  |           |         |                  |      |           | -  | 2  |              | -             |        |
| c. No. in service - cost = zero                              |        | -              |      |      |      |               |      |                  |          |               |       | 2        |       |         |  |         |  |           |         |                  | -    |           | 1  |  |              | -+            |        |

| INTERS | TATE | ROUTE | NO | 90 |        |   |
|--------|------|-------|----|----|--------|---|
| Sheet  |      | 3     | of | 12 | Sheets | S |

|   |                |              |  |              |          |      |  |             |             |                | ES    | STIMAT       | E SEC | TON            | & FTN       | IANCE       | CODE        |      |         |          |       |               |               |             |         |              |             |
|---|----------------|--------------|--|--------------|----------|------|--|-------------|-------------|----------------|-------|--------------|-------|----------------|-------------|-------------|-------------|------|---------|----------|-------|---------------|---------------|-------------|---------|--------------|-------------|
|   | A16            | 5            | A17  |              | A18      |      | A19  |             | A22.        | .1             | A22   |              | A23.  |                |             |             | A24.1       |      | A24.2   | I A Z    | 4.3   | I             | A25           | 1           | A25.1   | A25.         | 2           |
| ITEM  | A17            |              | A18  |              | A19      |      | A22.   | 1           | A22         |                |       | .0.1         |       |                |             |             | A24.2       |      | A24.3   | A2       |       |               | A25.1         |             | A25.2   | A26          | ~           |
| allo de model F.A.                                | 27,            | 23           | AIO  | 22           | 111/     | 22   | 11.2.  | 22          | 1122        | 23             | 1227  | 22           | 1200  | 22             |             | 22          | 112412      | 23   |         | 23       |       | 23            |               | 23          |         | 3            | 23          |
| Section length, miles (0.1)                       |                | 2.2          |  | 0.9          |          | 1.1  | <del>                                     </del> | 2.6         |             | 2.1            |       | 2.6          |       | 2.2            |             | 3.3         |             | 2.0  |         | .8       |       | .5            |               | 0.5         | 0,      |              | 1.5         |
| Class: Rural or Urban (R or U)                    | <del> </del>   | R            |  | R            | 1        | R    |  | R           |             | R              |       | R            |       | R              |             | R           |             | R    |         | R        |       | R.            |               | 11          |         | R            | 11          |
| Urban Area identification (name and code)         | -              | 10           | <del>                                     </del> |              |          | 10   | <del>                                     </del> |             |             | 10             |       | 10           |       | 10             |             | 10          |             | -1   |         | -        |       | 10            | 3             | 63#         |         |              | 363#        |
| Location: Existing, new or toll (E, N or T)       |                | M            |  | E            |          | E    | <del>                                     </del> | E           |             | N              |       | म            |       | ਸ              |             | F           |             | N    |         | N        |       | N             |               | M           |         | N            | M           |
|   |                | 7/           |  | 1            | -        | 1    | <del> </del>                                     | 1           |             | 1              | -     | 1            |       | <del></del>    |             | 1           |             | 7    |         | 1        |       | 1             |               | 7           |         | 7            | 7           |
| Mileage increment: Code 1, 2, 3 or 4              |                |              |  | 2            |          | 2    |  | 0           |             | 4              |       | 1            |       | <del></del>    |             | <u> </u>    |             |      | -       |          |       | 0             |               | 0           |         | 0            | 0           |
| No. Lanes to be constructed this estimate         |                | ~ ~          | -  | 0            | -        | - 0  | <del> </del>                                     | 0           | -           | 0              |       | 0            |       | <del>4</del>   | <del></del> | 4           |             |      |         |          |       | 0             |               | 0           |         | 0            | 0           |
| No. Lanes to be improved this estimate            |                | - 0          |  | <del>,</del> | _        | 4    |  | <del></del> |             | <del></del>    |       | ,            |       |                |             | 7           |             |      |         | -} -     |       | <del>-</del>  |               | <del></del> |         | ,            | <del></del> |
| No. through traffic lanes                         | <sub>2</sub> - | (2) 6        | 2- (   | 4            | 20/      |      | 1-7-/  | 116         | 1.          | <del>(1)</del> | ,     | 0/1)         | ļ.,   | <del>- 4</del> | / 5         | 711         | 101         | 4    | 1.7     | 14       | 1.71  | 14            | 7.0/          | 7 \ 6       | 7-/7    | 4 1 - 7      | (1)6        |
| Status of improvement, October 31, 1969 (PR-511)  | 28             | a(2)f        | 28 (   | (2)f         | 281      | (2)f | TE (   | 1)f         | 48          | a(1)           | 4     | a(1)         | 4     | a(1)           | 48          | (1)         | TH          | (1)f | 1a(1    | / 1      | la(1  | -/1           | ) вт          | (1)f        | la(1    | I Te(        | (1)f        |
|   |                |              |  |              |          |      |  |             | T. C(T. T.) |                | 00000 | 7 (00        | 0001  | 4.2.000        |             |             |             |      |         |          |       |               |               |             |         |              |             |
|   |                |              |  |              |          |      |  |             | ESTIM       | IATED          | COSTS | S (\$1,      | ,000) | AND            | NUMBE       | R OF        | UNITS       | AND  | STRUCTU | RES      |       |               |               |             |         |              |             |
| Item No. From WORK CLASSIFICATION                 | ,, .           | G.           | 77   | C.           |          | G.   | 77   | <u> </u>    | 77.         | 0.             | 77    | G.           |       | C.             | 11.         | C.          | ,, ,        | G    | 11      |          |       |               | - 11 6        |             |         |              | G.          |
| Table C   | Unit           | Str          | Unit   | Str          | Unit     | Str  | Unit   | Str         | Unit        | Str            | Unit  | Str          | Unit  | Str            | Unit        | otr         | Unit        | Str  | Unit St | r Ur     | nty S | tr U          | nit           | tr          | unity S | r Unit       | Str         |
| 7. R.R. grade separation - Cost                   |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| a. No. to be constructed                          |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| Cost  |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| b. No. in service or authorized - to be improved  | İ              |              |  | -            |          |      | Ì  | ĺ           |             |                |       |              |       |                | ĺ           |             | ĺ           |      |         |          |       | î             |               |             |         |              |             |
| Cost  | İ              | `i           |  |              |          |      | Î  |             | ĺ           |                |       |              | i     |                | j — ·       |             | i           |      |         |          |       | î             |               |             |         | i            |             |
| c. No. in service - cost = zero                   | i              | Ţ i          |  |              | i        |      | i —  | 1           | Î           | Ĭ              |       |              |       |                | î I         |             | Î           |      | 1       | 2        |       | T i           | 1             |             |         |              |             |
| d. No. in authorized status - cost = zero         | i              |              |  |              |          |      | i ——   |             |             |                |       | <del> </del> | ii    |                | ii          |             |             |      |         |          |       |               |               |             |         |              |             |
| 8. Highway grade separations without ramps - Cost |                |              | -  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| a. No. to be constructed                          | -              |              |  |              |          |      | <del> </del>                                     | 1           |             | 1              | -     | 1            |       |                | 1-7-7       | 2           | 1           |      |         | <u> </u> |       |               |               |             |         |              | T           |
|   |                |              |  |              |          |      |  | !           | 1           | 1              |       |              |       |                | 89          |             |             |      |         |          |       |               |               |             |         |              | 1           |
| Cost  | 7              | 7            | 2  |              |          |      | <del> </del>                                     | I           | ļ           | i              |       | γ            |       |                |             | <del></del> | <del></del> |      |         |          |       |               |               |             |         | <del> </del> | î           |
| b. No. in service or authorized - to be improved  |                | 2            | 1  |              |          |      | ļ  | <u> </u>    | <u> </u>    | <u></u>        |       |              | ļ     |                | <u> </u>    |             | <u> </u>    |      |         | _        |       |               |               |             |         | {            | 1           |
| Cost  |                | _60          |  | 54           | <u> </u> |      |  | ĭ           |             | 1              |       |              | 1     |                | <u> </u>    |             |             |      |         |          | ,     |               |               | <u></u>     |         |              |             |
| c. No. in service - cost = zero                   |                | $\vdash$     |  |              |          |      |  | ļ           | ļ           | ļ              |       |              |       |                |             |             |             |      | 1       | 2        | 1     | 2             | $\rightarrow$ |             |         |              | -           |
| d. No. in authorized status - cost = zero         |                |              |  |              |          | -    |  |             | ļ           |                |       |              |       |                | <u></u>     |             | ļ           |      |         | _        | 1_    | $\rightarrow$ |               |             |         |              |             |
| 9. Interchanges - Cost                            |                | ,!           | ļ  | ,            |          |      | ļ  | ,           | ļ           | ,              |       |              |       |                | ļ           |             | ļ,          |      | -       |          |       |               |               |             |         |              |             |
| a. No, to be constructed                          |                |              |  |              |          |      | <u> </u>   | L           | 1 1         | 1              |       |              | 1 ]   | 1              |             |             | ļl          |      |         |          |       | ļ_            |               |             |         |              |             |
| Cost  |                |              |  |              |          |      | <u> </u>   |             | <u> </u>    | 81             |       |              |       | 81             |             |             |             |      |         |          |       |               |               |             |         |              |             |
| b. No. in service or authorized - to be improved  |                |              |  |              |          |      | <u> </u>   |             | <u> </u>    |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              | 1           |
| Cost  |                | <u> </u>     |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| c. No. in service - cost = zero                   |                |              |  |              |          |      | 1  | 2           |             |                |       |              |       |                |             |             |             |      | 2       | 3        |       |               |               |             |         | 2            | 4           |
| d. No. in guthorized status - cost = zero         |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| 10. Other bridges and tunnels - Cost              |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| a. No. to be constructed                          |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| Cost  |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| b. No. in service or authorized - to be improved  |                |              |  |              | 7        | 2    |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| Cost  |                |              |  |              |          | 969  |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| c. No. in service - cost = zero                   |                |              |  |              |          |      | 1  | 2           |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         | 1            | 3           |
| d. No. in authorized status - cost = zero         |                |              |  |              |          |      | <b></b>  | -6          |             |                |       | <del> </del> |       |                |             |             |             |      |         |          | _     |               |               |             |         |              | 1           |
|   | -              | <del>'</del> |  |              |          |      |  |             | 1           |                |       | 1            |       |                |             | -           |             |      |         |          |       | 1             |               |             |         |              |             |
|   |                |              |  |              |          |      |  |             | ]           | ESTIM          | ATED  | COSTS        | (\$1, | ,000)          | AND 1       | NUMBE       | ER OF       | REST | AREAS   |          |       |               |               |             |         |              |             |
| 13c. Rest Areas - Cost                            |                |              |  |              |          |      |  |             |             |                | r     |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| a. No. to be constructed                          |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| Cost  |                |              |  |              |          |      | 1  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |
| b. No. in service or authorized - to be improved  |                |              |  |              |          |      |  |             | 1           |                |       |              |       |                |             |             |             |      |         |          |       | -             |               |             |         |              |             |
| Cost  |                |              |  |              |          |      |  |             | -           |                |       |              | -     |                | <del></del> |             |             |      |         | -        |       |               |               |             |         |              |             |
|   |                |              |  |              |          |      |  |             |             |                | -     |              |       |                |             |             |             |      |         |          |       | -             |               |             |         | -            |             |
| c. No. in service - cost = zero                   |                |              |  |              |          |      | -  |             |             |                |       |              | -     |                | -           |             |             |      |         | -        |       |               |               |             |         |              |             |
| d. No. in authorized status - cost = zero         |                |              |  |              |          |      |  |             |             |                |       |              |       |                |             |             |             |      |         |          |       |               |               |             |         |              |             |

STATE MONTANA

STATE MONTANA

INTERSTATE ROUTE NO. 90
Sheet 4 of 12 Sheets

|  |  |                |           |              |          |              |          |                 |         |       | ES    | TAMET    | E SECTIO   | N & F  | TNANCE    | CODE   |           |          |              |  |           |  |           |          |     |                   |     |
|--|--|----------------|-----------|--------------|----------|--------------|----------|-----------------|---------|-------|-------|----------|------------|--------|-----------|--|-----------|----------|--------------|--|-----------|--|-----------|----------|-----|-------------------|-----|
| TOTAL  | A26  |                | A27.1     | A27          |          |              | 8.2      |                 | A29.1   |       | A30.  | .0.1     | A30.0.2    | A31    |           | A32  |           | A33      |              | A34.   | 0.1       | A34.   | 0.2       | A34.0    |     | A35               |     |
| ITEM   | A27.1  |                | A27.2     | A28          |          | _            | 9.1      |                 | A30.0   |       | A30.  | 0.2      |            | A32    |           | A33.   |           | A34.1    |              | A34.   | -         | A34  |           | A35      |     | A36               |     |
|  | 2  | 3              | 23<br>2.8 | +            | 9.2      | <del></del>  | 8.9      | <del>-  -</del> |         | 22    |       | 3.1      | 21         |        | 21<br>5.0 |  | 23<br>4.6 |          | 3.0          |  | 23<br>3.2 | ├──  | 20<br>0.7 |          | 23  | 20                |     |
| Section length, miles (0.1)  | 1  | R              | 2.8<br>R  | +            | 7.2<br>R |              | F        |                 |         | R     | _     | R        |            | ?      | 7.0<br>R  |  | 4.0<br>D  |          | ).U          |  | ) . C     | <del>                                     </del> | Day<br>R  |          | 2.8 | 3.7               |     |
| Class: Rural or Urban (R or U)   |  | -              | 11        | +            |          | -            |          |                 |         | 10    |       | 11       |            | 1      | n         | _  | R         |          | n            |  | - R       |  | П.        |          | R   |                   | K   |
| Urban Area identification (name and code)  | <del>                                     </del> | N              | N         | 1            | N        | -            | Ŧ        |                 |         | E     |       | E        |            | -      | M         | <del></del>                                      | N         |          | NI.          |  | NI.       |  | N         |          | N   | <del></del>       | N   |
| Location: Existing, new or toll (E, N or T) Mileage increment: Code 1, 2, 3 or 4 | <u> </u>   | 1              | 1         | +            | 1        |              | <u>-</u> |                 |         | 1     |       | 7        |            | 1      | 1         |  | 7         |          | 1/           |  | 1/1       | <del>                                     </del> |           |          | 7   |                   | 7   |
| No. Lanes to be constructed this estimate  |  | <del>o</del> l | 0         | +            | 0        |              |          |                 |         | 0     |       | 0        |            | 1      | 0         |  | 0         |          |              |  | 0         | -  | 0         |          | 0   |                   | 0   |
| No. Lanes to be improved this estimate   |  | <del>o</del> t | 0         | +            | 0        |              |          | )               |         | ō     |       | 0        |            |        | 0         |  | 0         |          | 0            | <del>                                     </del> | 0         | <del>                                     </del> | 0         |          | 0   |                   | 0   |
| No. through traffic lanes  |  | 4              | 4         | +            | 4        | _            |          |                 |         | 4     |       | 4        |            | 2      |           |  | <u></u>   |          | 1.           |  | 1.        |  | 7.        |          | -   |                   | ,   |
| Status of improvement, October 31, 1969 (PR-511)                                 | la(1):   |                | la(1)f    | 1            | a(1)f    |              | 4a(1     | )               | 3a      | (2)   | 3     | 3a(2)    | 3a(        | 2      | 3a(2)     | 3a(  | (1)       |          | 3a(1)        | la   | (1)f      | ء٦   | 1(1)f     | la (     | 1)f | la(1              | 10  |
| bodoug of improvement, october jr, 1707 (iii 7117                                | ( /  |                |           |              |          |              | 1 (      |                 |         | (-/   |       |          |            | -71    | <i></i>   | 1 2-   |           | <u> </u> | /            | 4  | - ( - / - | 1  | - 1 - 1 - |          | / L | 10/1              | 1.  |
|  |  |                |           |              |          |              |          | ES              | EAMI T  | TED ( | COSTS | (\$1     | ,000) ANI  | NUMB   | ER OF     | UNTTS  | AND       | STRUC    | CTURE        | es.  |           |  |           |          |     |                   |     |
|  |  |                |           |              |          |              |          |                 |         |       |       | (4-      | ,000, 1111 | 110112 | 210 01    | 011110   | , 1412    | 011100   | 01014        |  |           |  |           |          |     |                   |     |
| Item No. From  |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| Table C WORK CLASSIFICATION  | Unit St  | r              | Unit Str  | Uni          | it Str   | Ur           | nit St   | tr Ui           | nit S   | Str   | Unit  | Str      | Unit St    | r Uni  | t Str     | Unit   | Str       | Unit     | Str          | Unit   | Str       | Unit   | Str       | Unit     | Str | Unit S            | Str |
| 7. R.R. grade separation - Cost  |  |                |           |              |          |              |          |                 |         |       |       | -        |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| a. No. to be constructed   |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| Cost   |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| b. No. in service or authorized - to be improved                                 |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          | Ĵ   |                   |     |
| Cost   |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| c. No. in service - cost = zero  |  | !_             |           | 13           | 6        |              |          |                 |         |       |       |          |            |        | <u> </u>  |  |           | <u> </u> | ļ            |  |           | <u> </u>   | <u> </u>  |          |     |                   |     |
| d. No. in authorized status - cost = zero  | <u>                                       </u>   |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          | <u> </u>     |  |           | <u> </u>   |           |          |     |                   |     |
| 8. <u>Highway grade separations without ramps - Cost</u>                         |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           | ]  |           |          |              |  |           | L  |           |          |     |                   |     |
| a. No. to be constructed   |  |                |           |              |          |              |          |                 | 1       |       |       |          |            |        |           |  |           |          |              | ]  |           |  |           |          |     |                   |     |
| Cost   | l  |                |           |              |          |              |          |                 | 19      | 1     |       |          | l          | _l     |           |  |           |          |              |  |           | <u> </u>   |           |          |     |                   |     |
| b. No. in service or authorized - to be improved                                 |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| Cost   |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           | Ĭ  |           |          |              | ]  |           |  |           |          |     |                   |     |
| c. No. in service - cost = zero  |  |                | 1 2       | 2            | 4        |              |          |                 |         |       |       |          |            |        |           |  |           |          |              |  |           | 1  | 2         | 1        | 2   | 2                 | 4   |
| d. No. in authorized status - cost = zero  |  | _ļ_            |           | ļ            |          |              |          |                 |         |       |       | <u> </u> |            |        |           | 1  | 2         | 1        | 1            |  |           |  |           |          |     |                   |     |
| 9. <u>Interchanges - Cost</u>  |  |                |           |              |          |              |          |                 |         |       |       |          |            |        |           |  |           |          | ,            |  |           | ļ  |           | <u> </u> |     |                   |     |
| a. No, to be constructed   |  |                |           |              |          | _   2        | 2        |                 |         |       |       |          |            |        |           |  |           |          | <u> </u>     | 1  | <u> </u>  |  |           |          |     |                   |     |
| Cost   |  | [_             |           |              |          |              | 236      |                 |         |       |       |          | <u> </u>   |        |           | <u> </u>   |           |          |              | <u> </u>   |           |  | -         | <u> </u> |     |                   |     |
| <u>b. No. in service or authorized - to be improved</u>                          |  |                |           | ļ.,          |          |              |          | ļ_              | $\perp$ | !     |       |          |            |        |           |  |           |          | <u> </u>     |  |           | ↓  |           |          |     |                   |     |
| Cost   |  | _ļ_            |           | Ļ            |          | _ _          |          | _ļ_             |         | ļ     |       | ,        | ļ          |        |           | ļ,   |           |          |              | ļ  | ,         | <u> </u>   |           | ļ.,      |     | <u> </u>          |     |
| c. No. in service - cost = zero  | 1 2  |                | 1 1       | 11           | 2        | <u> </u>     |          |                 |         | ļ     |       |          |            | _      |           | ļ  |           |          |              | 1  | 2         | 1  | ↓ _       | 1        | 2   | $\longrightarrow$ |     |
| d. No. in guthorized status - cost = zero  |  | $\perp$        |           |              |          | +            |          |                 | 1       | 2     |       |          |            | 1      | 2         |  |           |          |              |  |           | 1  |           |          |     |                   |     |
| 10. Other bridges and tunnels - Cost   |  | _              |           | <del> </del> |          | 4            |          | $\perp$         |         |       |       |          |            |        |           | <del> </del> -                                   |           |          | T            | ļ  |           | ┥—   | 1         | ļ        |     |                   |     |
| a. No. to be constructed   |  | $\bot$         |           | $\bot$       |          | _            |          |                 |         |       |       |          | ļl         | +      |           |  |           |          |              | <del>                                     </del> | <u></u>   | <b>_</b>   | 1         |          |     |                   |     |
| Cost   |  |                |           | <del> </del> |          |              |          | $\perp$         |         |       |       | •        |            |        |           | <b>.</b>   |           | ļ        |              |  | _         |  |           |          |     | <del></del>       |     |
| b. No. in service or authorized - to be improved                                 |  | $\perp$        |           | 1            |          | $\perp$      |          |                 |         |       |       |          |            | +      |           | <b> </b>   |           |          | L            | -  | 1         | -  | <u> </u>  |          |     | $\vdash$          |     |
| Cost   |  | -              |           | -            |          |              |          |                 |         |       |       |          | ļ          |        |           | <del>                                     </del> |           | <u> </u> | T            |  | 1         |  |           |          |     | <del></del>       |     |
| c. No. in service - cost = zero  |  |                | 2 4       | 1            | 2        | <del>-</del> |          | _               |         |       |       |          |            | -      |           |  |           | -        | <del> </del> | 1  | -         | -  |           | -        |     | $\vdash$          |     |
| d. No. in authorized status - cost = zero  |  | $\perp$        |           |              | L        |              |          |                 | i_      |       |       |          |            |        | 6         |  |           | 1        | 2            |  |           |  |           |          |     |                   |     |
|  | 1  |                |           |              |          |              |          |                 | ES      | STIM  | ATED  | COSTS    | 5 (\$1,000 | ) AND  | NUMBI     | ER OF  | REST      | AREA     | S            |  |           |  |           |          |     |                   |     |
| 13c. Rest Areas - Cost   |  | _              |           | T            |          | T            |          | T               |         |       |       |          | T T        | T      |           |  |           |          |              | T  |           | T  |           |          |     |                   |     |
| a. No, to be constructed   |  |                |           | 1            |          |              | 2        |                 |         |       |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |
| Cost   |  |                |           |              |          | 1            | 175      |                 |         |       |       |          |            | 1      |           | <b>†</b>   |           |          |              |  |           | 1  |           |          |     |                   |     |
| b. No. in service or authorized - to be improved                                 |  |                |           | 1            |          | 1            | 117      |                 |         |       |       |          |            |        |           |  | 2         | <b> </b> |              |  |           |  |           |          |     |                   |     |
| Cost   |  | +              |           | 1            |          |              |          |                 |         |       |       |          |            |        |           | -  | 118       |          |              |  |           |  |           | 1        |     |                   |     |
| c. No. in service - cost = zero  |  |                |           | +            |          | +            |          |                 |         |       |       |          |            | -      |           | -  | <u> </u>  |          |              |  |           |  |           |          |     |                   |     |
| d. No. in authorized status - cost = zero  |  |                |           | -            |          | +            |          | -               |         | _     |       |          |            |        |           |  |           |          |              |  |           |  |           |          |     |                   |     |

STATE MONTANA

INTERSTATE ROUTE NO. 90
Sheet 5 of 12 Sheets

|  |           |                 |             |     |          |  |       |   | E            | STIMAT      | CE SEC   | CTION    | & FINANC   | E CODE   |       |  |  |  |          |                |       |  |             |          |
|--|-----------|-----------------|-------------|-----|----------|--|-------|---|--------------|-------------|--|----------|--|--|-------|--|--|--|----------|----------------|-------|--|-------------|----------|
|  | A36       |                 | A37         |     | A38      | Bl   |       | B2.1  |              |             | B2.2   |          |  |  |       | B6   |  | В7   |          | DØ             |       | DO.  | Ĭ,          | 20. 7    |
| ITEM   | A37       |                 | A38         |     | B1       | B2.  | 1     | B2.1.1  | B2.          | 2           | B3 **  |          | B3<br>B5.1                                       | B5.1<br>B6                                       |       | B6<br>B7   |  | B8   |          | B8<br>B9       |       | B9<br>B9.1                                       | 1           | 39.1     |
|  |           | 23              |             | 22  | 23       |  | 22    | 23  |              | 23          |  | 23       | 23   |  | 23    |  | 23   |  | 23       |                | 23    |  | 22          | 20       |
| Section length, miles (0.1)                              |           | 5.9             |             | 6.0 | 2.0      |  | 4.9   | 0.5   |              | 7.1         |  | 1.0      |  |  | 6.6   |  | 4.2  |  | 3.5      |                | 1.0   |  | 7_0         | 1 1      |
| Class: Rural or Urban (R or U)                           |           | R               |             | R   | R        |  | R     | R   |              | R           |  | R        | R  |  | R     |  | R  |  | R        |                | R     |  | R           | D        |
| Urban Area identification (name and code)                |           |                 |             |     |          |  |       |   |              |             |  |          |  |  |       |  |  |  |          |                |       |  |             |          |
| Location: Existing, new or toll (E, N or T)              |           | N               |             | Е   | N        |  | E     | N   |              | N           |  | N        | N  |  | N     |  | N  |  | N        |                | N     |  | म           | E        |
| Mileage increment: Code 1, 2, 3 or 4                     |           | 1               |             | 1   | 1        |  | 1     | 1   |              | 1           |  | 1        | 1.   |  | ]     | 1  | 1  |  | 1        |                | 1     |  | 7           | 1        |
| No. Lanes to be constructed this estimate                |           | 0               |             | 4   | 4        |  | 4     | 2   |              | 2           |  | 0        | 4  | 1  | 4     |  | 4  |  | 0        |                | 0     |  | n           |          |
| No. Lanes to be improved this estimate                   |           | 0               |             | 0   | 0        |  | o     | 0   |              | 0           |  | 0        | 0  |  | 0     |  | 0  |  | 0        |                | 0     |  | 0           | 0        |
| No. through traffic lanes                                |           | 4               |             | 4   | 4        | 1  | 4     | 4   |              | 4           |  | 4        | 4  |  | 4     |  | 4  |  | /.       |                | 1.    |  | 2           | ,        |
| Status of improvement, October 31, 1969 (PR-511)         | la(]      | l)f             | 4a          | (1) | 4a(3     |  | 4a(3) | 2a(2)f  | 2a           | (2)f        | la   | (1)f     | 4a(1)  | 4  | a(3)  |  | 4a(3)  | la(  | 71)f     | aΓ             | (1)f  | ) م [  | 1)f         | la(1)f   |
| Dodder of Improvement, occording to                      |           | <u> </u>        |             |     |          |  | 1-(-) | 1   |              | \/ <u>-</u> |  | <u> </u> | 1-1-1-2  | <del>- </del>                                    | (4/2/ |  | 74 (27)  |  | -/-      | 1.0            | 17-7- | 1 101  | <del></del> | 18/1/1   |
|  |           |                 |             |     |          |  |       | ESTIMATED   | COST         | S (\$1      | .000)  | AND      | NUMBER OF  | IINTTS   | : AND | STRU   | CTURE  | S  |          |                |       |  |             |          |
|  |           |                 |             |     |          |  |       |   | 0001         | Ο (ΨΞ       | ,000,  | 11112    | NOMBER OF  | 014110   | 71111 | OIIto  | 01014  |  |          |                |       |  |             | Ì        |
| Item No. From  |           |                 |             |     |          |  |       |   |              |             | T  |          |  | 1  |       |  |  |  |          |                |       |  | 1           |          |
| Table C WORK CLASSIFICATION                              | Unit 3    | Str             | Unit        | Str | Unit Str | Uni  | t Str | Unit Str  | Unit         | Str         | Unit   | Str      | Unit Str   | Unit   | Str   | Unit   | Str  | Unit   | Str      | Unit           | Str   | Unit   | Str         | Jnit Str |
| 7. R.R. grade separation - Cost                          |           |                 |             |     | •        | 1  | •     |   |              | •           |  | •        |  | 1  |       |  |  |  |          |                |       |  |             |          |
| a. No. to be constructed                                 |           | j               | 1           | 2   | 1 2      | 1  | 2     |   | <u> </u>     |             |  |          | İ  | 1 1  | 2     |  |  |  |          |                |       |  |             |          |
| Cost   |           | i               | 2:          |     | 809      |  | 996   | İ   |              |             |  | <u> </u> | Î  |  | 80    | ì  | •  |  |          |                |       |  | 1           |          |
| b. No. in service or authorized - to be improved         | i         | i               |             | -   |          | İ  |       |   | 1            | 1           |  |          |  |  |       |  |  |  |          |                | T     |  | î           |          |
| Cost   | İ         | i               |             |     |          | 1  |       | i   |              |             | i  | ,        |  | <u>'</u>   |       |  |  |  |          |                | 1     | <del>                                     </del> | i           |          |
| c. No. in service - cost = zero                          | i T       |                 |             |     |          | -ĵ   |       |   |              |             |  |          | Î  | 1  |       | 1  |  |  |          | 1              | 2     | 1  | 2           |          |
| d. No. in authorized status - cost = zero                | i i       | i               | i           |     |          | -i   |       | <del>                                     </del>  | 1            | 1           |  |          |  | 1  |       |  | 1  |  |          |                | 1 ~   |  | ~           |          |
| 8. <u>Highway grade separations without ramps - Cost</u> |           |                 |             |     |          |  |       |   |              | -           |  |          | 1  |  |       |  |  |  |          |                |       |  |             |          |
| a. No. to be constructed                                 |           | <del>\</del>    | II          | 2   | T        | <del></del>                                      | 1     |   |              | 1           | <del></del>                                      | 1        | 2 3  | 1  |       |  |  |  |          |                | T     | -  |             |          |
| Cost   |           | — i             |             | 96  |          | 1  | '     | <del> </del>                                      | -            | J           |  | J        | 203  | - <del> </del>                                   |       |  |  | 1  |          |                |       | <del>                                     </del> |             |          |
| b. No. in service or authorized - to be improved         |           | —- <del>i</del> |             |     |          | -  |       | i   | 4            | 18          | ·  | ļ        |  | - <del> </del>                                   |       | 1  |  |  |          |                | T     | 1  |             |          |
| Cost   | 11_       | i               |             |     |          | 1  |       | <u> </u>  |              | 246         |  |          | 1  | 1  |       | 1  | ·  |  |          |                |       | <del>                                     </del> |             |          |
| c. No. in service - cost = zero                          | 31        | 6               |             |     | 1        | -  | 7     |   |              | 1           | <del>                                     </del> | 1        | <u> </u>   |  |       | 1  |  | 1  | 1        |                |       | <del> </del>                                     |             |          |
| d. No. in authorized status - cost = zero                |           | $\rightarrow$   |             |     |          | 1  |       | <del>  </del>                                     |              |             |  |          | <del>                                     </del> | 1  | -     |  | 1  | -  |          |                | +     |  |             |          |
| 9. Interchanges - Cost                                   | · · · · · | Ť               |             |     |          | 1  |       | <del></del>                                       |              |             |  |          | <del> </del>                                     | 1  |       |  | <del></del>                                      |  |          |                |       |  |             |          |
| a. No. to be constructed                                 |           | ij              |             |     |          | 1  | 11    |   | <del></del>  | 1           |  | 7        | i  | 2  | 1.    | 1  | 1  |  |          | <del> </del> - | 1     | 1  |             |          |
| Cost   |           | <del>'</del>    |             |     |          |  | 159   |   | -            | J           |  | <u></u>  | <del> </del>                                     |  | 34    | <del>                                     </del> | 1  |  |          |                | -     | <del>                                     </del> |             |          |
| b. No. in service or authorized - to be improved         |           |                 | 11          | 2   |          | -¦   | T     | <del>                                     </del>  | 1 1          | 2           |  |          | <del> </del>                                     | 1 1  | 77    | 1  |  |  |          |                | 1     |  |             |          |
| Cost   |           | -               | 12          |     |          | <del>                                     </del> |       | <del>}                                    </del>  | ╅╌           | 57          |  | J        | <del> </del>                                     | <del>                                     </del> |       |  |  |  | L        |                |       | <del> </del>                                     |             |          |
| c. No. in service - cost = zero                          | 2         | 4               |             |     |          | - <del> </del>                                   | T     | 1   | ·            | 7           | 1  | 1        | <del> </del>                                     | 1  |       | 1  | 1  | 7  | П        | <b>i</b> —     | T     | 2  | 2           | 1 2      |
| d. No. in guthorized status - cost = zero                |           | <del>'  </del>  |             |     |          | <del>-</del>                                     | +     | <del>1                                     </del> | 1            | 1           | 1  |          |  |  |       |  | <b>†</b>   |  |          |                | 1-    | -~   | ~           |          |
| 10. Other bridges and tunnels - Cost                     |           |                 |             |     | '        | +  |       |   | -            | 1           |  | 1        | <del></del>                                      |  |       |  |  |  | -        |                |       | <del>                                     </del> |             |          |
| a. No. to be constructed                                 |           |                 | 1           |     |          | 1  | 2     |   | 1            | T           |  | 1        |  | 1  | 1.    | 2  | 3  |  | 1        |                |       |  |             |          |
| Cost   |           |                 | <del></del> |     |          | _  | 143   |   | _            |             |  |          |  |  | 83    |  | 164  |  |          |                |       |  |             |          |
| b. No. in service or authorized - to be improved         |           |                 |             |     |          | -  |       |   |              | T           |  |          |  | 1 1  | رن    | <del>                                     </del> | 104  |  |          |                | T .   |  |             |          |
| Cost   |           |                 | 1           |     |          |  |       | 1   |              |             |  |          |  | 1  |       |  |  | · · · · · · · · · · · · · · · · · · ·            | L        |                |       |  |             |          |
| c. No. in service - cost = zero                          |           |                 | -           |     | T T      |  | T     |   |              | T           | 1  | 2        |  |  |       | <u> </u>   |  | <b>†</b>   |          |                | 1     | 1  |             |          |
| d. No. in authorized status - cost = zero                |           |                 |             |     |          | -  | +     |   | <del> </del> | +           | -  |          | <del>                                     </del> |  |       |  | <del>                                     </del> | 1  |          | 1              | 1     | +  | _           |          |
|  |           |                 |             |     |          |  |       | <del></del>                                       |              |             | <u> </u>   |          | <u> </u>   | 1 . 1  |       |  | <u> </u>   |  | <u> </u> |                |       |  |             |          |
|  |           |                 |             |     |          |  |       | ESTI  | MATED        | COSTS       | 5 (\$1   | ,000)    | AND NUMB   | ER OF  | REST  | AREA   | S  |  |          |                |       |  |             |          |
| 13c. Rest Areas - Cost                                   |           |                 |             |     |          | T  |       | T   | 1            |             | \ 7-   | , /      | 1  |  |       | Υ  |  |  |          | T              |       | T  |             |          |
| a. No. to be constructed                                 |           |                 |             | 2   |          | +  |       |   |              |             |  |          |  |  |       | <del>                                     </del> |  |  |          |                |       | +  |             |          |
| Cost   |           | _               | 17          |     |          | +  |       |   |              |             |  |          |  |  |       |  |  | <u> </u>   |          |                |       | _  |             |          |
| b. No. in service or authorized - to be improved         |           | -               |             |     |          | +  |       |   |              |             |  |          |  | +  |       |  |  | <del>                                     </del> |          |                |       |  |             |          |
| Cost   |           |                 |             |     |          | +  |       |   | +            |             |  | -        |  | -  |       |  |  |  |          | -              |       | +  |             |          |
| c. No. in service - cost = zero                          |           |                 | -           |     |          | +  |       |   | +            |             |  |          |  | -  |       | <del>                                     </del> |  |  |          | -              |       | 1  |             |          |
| d. No in authorized status - cost = zero                 |           | $\dashv$        |             |     |          | +  |       |   |              |             |  |          |  |  |       |  |  | -  | _2       |                | _     | -  |             |          |
| U NO IN SUTHORIZED CHOTUS ACCT = Zero                    |           |                 |             |     |          | 1  |       |   |              |             |  |          |  |  |       |  |  |  |          |                |       | 1  |             |          |

### TABLE C-1 - COST ESTIMATE AND NUMBER OF STRUCTURES AND PEST ADDAG

| OPE 0-1 - | COOL EVILLINE | T WAS HOMEDIA | OI DIRECTORED HAL | VEST AVENO |         |        |        |    |       |
|-----------|---------------|---------------|-------------------|------------|---------|--------|--------|----|-------|
|           | BY ESTIMATE   | SECTIONS WI   | TH ROUTE TOTALS   |            | INTERST | ATE RO | UTE NO |    | 90    |
|           |               |               |                   |            | Sheet   | 5A     | of     | 12 | Sheet |

ESTIMATE SECTION & FINANCE CODE B12.1 B12.2 B12.3 B11 ITEM B12.2 B12.3 B12.3.1 B12.1 22 23 23 Section length, miles (0.1) 0.8 0.6 2.7 1.8 Class: Rural or Urban (R or U) 359# 359# 359# Urban Area identification (name and code) N Location: Existing, new or toll (E, N or T) N Mileage increment: Code 1, 2, 3 or 4 No. Lanes to be constructed this estimate 0 0 No. Lanes to be improved this estimate 0 No. through traffic lanes Status of improvement, October 31, 1969 (PR-511) la(1)f la(1)f la(1)f la(1)f ESTIMATED COSTS (\$1,000) AND NUMBER OF UNITS AND STRUCTURES Item No. From WORK CLASSIFICATION Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Unit Str Table C 7. R.R. grade separation - Cost a. No. to be constructed Cost b. No. in service or authorized - to be improved c. No. in service - cost = zero d. No. in authorized status - cost = zero 8. <u>Highway grade separations without ramps - Cost</u> a. No, to be constructed Cost COINCIDENT MILEAGE WITH I 15 b. No. in service or authorized - to be improved SEE I 15 FOR DATA No. in service - cost = zero No. in authorized status - cost = zero 9. Interchanges - Cost a. No. to be constructed Cost No, in service or authorized - to be improved No. in service - cost = zero d. No. in authorized status - cost = zero 10. Other bridges and tunnels - Cost a. No. to be constructed b. No. in service or authorized - to be improved Cost c. No. in service - cost = zero d. No. in authorized status - cost = zero ESTIMATED COSTS (\$1,000) AND NUMBER OF REST AREAS 13c. Rest Areas - Cost a. No. to be constructed No. in service or authorized - to be improved No. in service - cost = zero d. No. in authorized status - cost = zero

STATE MONTANA

STATE MONTANA

INTERSTATE ROUTE NO. 90
Sheet 6 of 12 Sheets

|   | Г  |                   | -  |     |      |      |      |          |                |           | E.9  | TMAT             | ਸਟ ਸਾ        | MOTTO          | & FIN   | ANCE | CODE    |                |          |                     |      |          |              |          |  |     |              |     |
|---|--|-------------------|--|-----|------|------|------|----------|----------------|-----------|--|------------------|--------------|----------------|---------|------|---------|----------------|----------|---------------------|------|----------|--------------|----------|--|-----|--------------|-----|
|   | P1   | 2.3.1             | B12  | 3 2 | B13  | 2 1  | B13  | .0.2     | B14            | 7         |  | 4.2              | B15          | JIION          | B16     | MAGE | B17.1   | $\neg \tau$    | B18      |                     | Cl   |          | C2           | 1        | C3.1   | 1   | C3.1         | 2   |
| ITEM  | BI   | 2.3.2             | B13  | 0.1 | B13  | 0.2  | B14  |          | B14            |           | B1:  |                  | B16          |                | B17.    | 1 I  | B18     |                | Cl       |                     | C2   |          |              | 1.1      | C3 1   | 2   | C4.2         |     |
|   |  | 23                | ، روس  | 23  | 220. | 23   | 224  | 23       |                | 23        |  | 23               | 220          | 23             | D 1 1 1 | 20   |         | 23             |          | 23                  |      | 21       | 0,7 8.2      | 20       | 07.1   | 20  | 04.2         | 23  |
| Section length, miles (0.1)                             |  | 3.1               | -  | 2.6 |      | 2.3  |      | 4.7      |                | 2.4       |  | 7.1              |              | 2.5            |         | 4.9  |         | 0.4            |          | 4.6                 |      | 2.4      |              | 3.1      |  | 1.2 | 1            | 0.7 |
| Class: Rural or Urban (R or U)                          |  | R.                |  | R   |      | R    |      | R        |                | R         |  | R                |              | R              |         | R    |         | R              |          | R                   |      | R        |              | R        |  | R   |              | R   |
| Urban Area identification (name and code)               |  |                   |  |     |      |      |      |          |                |           |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| Location: Existing, new or toll (E, N or T)             |  | N                 |  | N   |      | N    |      | N        |                | N         |  | N                |              | N              |         | E    |         | N              |          | N                   |      | N        |              | N        |  | N   |              | N   |
| Mileage increment: Code 1, 2, 3 or 4                    |  | 1                 |  | 1   |      | 1    |      | 1        |                | 1         | 1  | 1                |              | 1              |         | 1    |         | 1              |          | 1                   |      | 1        |              | 1        |  | 1   |              | 1   |
| No. Lanes to be constructed this estimate               |  | 0                 |  | 0   |      | 0    |      | 0        |                | 0         |  | 0                |              | 0              |         | 0    |         | 0              |          | 0                   |      | 0        |              | 0        |  | 0   |              | 0   |
| No. Lanes to be improved this estimate                  |  | 0                 |  | 0   |      | 0    |      | 0        |                | 0         |  | 0                |              | 0              |         | 0    |         | 0              |          | 0                   |      | 0        |              | 0        |  | 0   |              | 0   |
| No. through traffic lanes                               |  |                   |  | 4   |      | 4    |      | 4        |                | 4         |  | 4                |              | 4              | -       | 4    |         | 4              |          | 4                   |      | 4        |              | 4        |  | 4   |              | 4   |
| Status of improvement, October 31, 1969 (PR-511)        | 1  | a(1)f             | la (   | 1)f | ไล   | (1)f | ไล   | (1)f     | la             | (1)f      | 1.8  | a(1)f            | 1/           | a(1)f          | la(     | 1)f  | 3a1     | 2)             | Зв       | (2)                 | 3    | a(2)     | la           | (1)f     | la(  | 1)f | la (         | 1)f |
| Boddag of improvements, october 51, 1707 (110 711)      | <del>                                     </del> | <u>~ ( - / - </u> |  | -/- |      | (-/- |      | \-/-     |                | . \ - / - |  | - \ - / -        |              | - ( - / - )    |         |      | 7       | /,             |          | - ( - /             |      | -(-/     |              | <u> </u> |  | -/- |              | =/- |
|   | 1  |                   |  |     |      |      |      |          | ESTIM          | ATED      | COSTS  | S (\$1           | 000)         | Δ <i>I</i> IIΩ | NIIMBEĖ | OF   | UNITS A | MID.           | STRIIC   | ਸ਼ਕ਼ਸ਼ਾਆ            | C    |          |              |          |  |     |              |     |
|   | 1  |                   |  |     |      |      |      |          | DOI IIV        | MILD      | 00011  | υ (ΨΙ)           | ,000)        | AND.           | MOIMEL  | Or   | ONTID   | עועני          | DITTOC   | /I ()I( <u>I</u> i) | S    |          |              |          |  |     |              |     |
| Item No. From   |  |                   |  |     |      |      |      | Ϊ        |                | I         |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| Table C WORK CLASSIFICATION                             | Unit   | Str               | Unit   | Str | Unit | Str  | Unit | Str      | Unit           | Str       | Unit   | Str              | Unit         | Str            | Unit    | Str  | Unit S  | tr [           | Jnit     | Str                 | Unit | Str      | Unit         | Str      | Unit   | Str | Unit         | Str |
| 7. R.R. grade separation - Cost                         |  |                   |  |     |      |      |      | 1        |                | -         |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| a. No. to be constructed                                | <del></del>                                      | 7                 | i  |     |      |      |      | 1        | <del>}</del>   |           | <del>                                     </del> | T                |              |                |         |      |         |                |          | [                   |      |          |              |          |  |     |              |     |
| Cost  |  |                   | i '  |     |      |      |      | '        | <del> </del>   |           | ì  | J                | 1            |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| b. No. in service or authorized - to be improved        | <del> </del>                                     |                   | <u> </u>                                     |     |      | -    |      | Ĩ        | <del> </del>   | 1         |  | 1                |              | / <u>'</u>     | r       |      |         |                |          |                     |      |          |              |          | -  |     |              |     |
| Cost  |  | 1                 |  |     |      |      |      | L        |                | 1         |  | J                |              | ·              |         |      |         |                |          | L                   |      |          | <b></b> -    | l        | <del> </del>                                     |     |              |     |
| c. No. in service - cost = zero                         | <del> </del>                                     | 7                 | 1  |     |      |      |      | 1        | <del> </del> - | 7         | 1  | 2                |              |                |         | _    |         |                |          |                     |      |          | <del></del>  |          | 7  | 2   | 2            | ,   |
| d. No. in authorized status - cost = zero               | 1  | <del> </del>      | <del> </del>                                 |     |      |      |      | {        | -              |           | 1 1  | <del>  -</del> - |              |                |         |      |         | <del> </del> - |          | 1                   |      |          | <u> </u>     |          |  | ۷   | 2            | -4  |
| 8. Highway grade separations without ramps - Cost       |  |                   |  |     |      |      | *    | <u> </u> |                |           |  |                  |              |                |         |      |         | -              |          |                     |      |          | <del> </del> | L        |  |     |              |     |
|   | ļ  | 7                 | ļ  |     | ·    |      |      | 1        | ļ              |           | ļ  | 7                | {            | <u></u>        |         |      | -       | <del></del>    |          |                     | -    |          | ļ            | 1        |  |     |              |     |
| a. No. to be constructed                                | ļ<br>!   | ·                 | <u>                                     </u> |     |      |      |      | l        | ļ              | 1         | <b></b>  | J                |              | j              |         |      |         | }              | !        |                     |      | I        |              | <u> </u> | }  |     |              |     |
| Cost  | !  |                   |  |     | ļ    |      |      | 1        | <del>}</del>   | ĵ         | !  | 1                |              | <u> </u>       |         |      |         |                |          |                     |      |          | ļ            |          | <del>                                     </del> |     | 1            |     |
| <u>b. No. in service or authorized - to be improved</u> |  |                   |  |     |      |      |      |          | <del> </del>   |           | <b>!</b>   | <u> </u>         | <del> </del> | L              |         |      |         |                |          |                     |      |          | ļ            |          |  |     |              |     |
| Cost  | ļ  | 1 -               |  |     |      |      |      | ,        |                | 1         |  |                  | 1            | ,              |         |      |         |                |          | ,                   |      |          | <u> </u>     | 1        | ļ  |     | 2 1          |     |
| c. No. in service - cost = zero                         | 1_   | 1                 | <b>!</b>                                     |     |      |      |      | ļ        | ļ              | ļ         | <u> </u>   | 2                | 1            |                | 1       | 2    |         | _              |          |                     |      |          | <b></b>      | -        |  |     | 1            | 2   |
| d. No. in authorized status - cost = zero               | <u> </u>   |                   |  |     |      |      | ,    | 1        | <del> </del>   | <u></u>   |  | 1                | -            |                |         |      |         | 2              |          | L                   |      |          | <del> </del> | L        | -  |     |              |     |
| 9. <u>Interchanges - Cost</u>                           | }  |                   |  |     | ļ    |      |      | 1        | ļ              | γ         |  | 1                | <b> </b>     |                |         |      |         | $\dashv$       |          | ,                   |      |          | <u> </u>     |          | ļ  | ل   |              |     |
| a. No, to be constructed                                | ļ  |                   |  |     |      |      |      | L        | ļ              |           |  |                  |              |                |         |      |         |                |          |                     |      |          | ļ            |          |  |     |              |     |
| Cost  | <u> </u>   |                   |  |     | ļ    |      |      | ·        | ļ              | , ,       | <u> </u>   |                  | <u> </u>     |                |         |      |         |                |          |                     |      |          | ļ            |          |  |     |              |     |
| b. No. in service or authorized - to be improved        | <u> </u>   |                   |  |     |      |      |      | L        | ļ              |           | <u> </u>   | <u>l</u>         | <u> </u>     |                |         |      |         |                |          | <u> </u>            |      | <u> </u> | ļ            |          |  |     |              |     |
| Cost  | <u> </u>   | <u></u>           |  |     | ļ,   |      |      |          | ļ              |           |  |                  | <u> </u>     |                |         |      |         |                |          |                     |      |          | <u> </u>     |          | ļ  |     |              |     |
| c. No. in service - cost = zero                         | 1_1_   | 1 1               |  |     | 1    | 1    |      | <u> </u> | 1              | 2         | 1  | 2                |              |                | 1       | 2    |         |                |          |                     |      |          | 1            | 1        | 1  |     | .3           | 4   |
| d. No. in authorized status - cost = zero               |  |                   |  |     |      |      |      | Ļ        |                |           |  | <u> </u>         |              |                |         |      |         |                | <u>1</u> | 1                   |      |          | -            |          | ļ  |     | $oxed{oxed}$ |     |
| 10. Other bridges and tunnels - Cost                    | <u> </u>   | -                 |  |     |      |      |      |          |                |           |  |                  | ļ            |                |         |      |         |                |          | ,                   |      |          |              | ,        | ļ  |     | ļ            |     |
| a. No. to be constructed                                |  |                   |  |     |      |      |      |          |                | <u> </u>  |  | <u> </u>         |              |                |         |      |         |                |          | <u> </u>            |      | <u> </u> | ļ            |          | ļ  |     |              |     |
| Cost  |  |                   |  |     |      |      |      |          |                |           |  |                  | L            |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| b. No. in service or authorized - to be improved        |  |                   |  |     |      |      |      | <u> </u> |                |           |  | <u> </u>         |              |                |         |      |         |                |          |                     |      | <u> </u> |              |          |  |     |              |     |
| Cost  |  |                   |  |     |      |      |      |          |                |           |  |                  | İ            |                |         |      |         |                |          |                     |      |          | <u> </u>     |          |  |     |              |     |
| <pre>c. No. in service - cost = zero</pre>              |  |                   |  |     |      |      |      |          |                |           | I  |                  |              |                | 2       | 4    |         |                |          |                     |      |          |              |          | 2  | 4   | 3            | 6   |
| d. No. in authorized status - cost = zero               |  |                   |  |     |      |      |      |          | Ĭ              |           |  | $\Box$           |              |                |         | ·    |         |                |          |                     |      |          |              |          |  |     |              |     |
|   |  |                   |  |     |      |      |      | -        |                |           |  | 1                |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
|   |  |                   |  |     |      |      |      |          |                | ESTIM     | ATED   | COSTS            | 5 (\$1       | ,000)          | AND N   | UMBE | R OF RI | EST            | AREAS    | S                   |      |          |              |          |  |     |              |     |
| 13c. Rest Areas - Cost                                  |  |                   |  |     |      |      |      |          |                |           |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| a. No. to be constructed                                |  |                   |  |     |      |      |      |          |                |           |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| Cost  |  |                   |  |     |      |      |      |          |                |           |  |                  |              |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| b. No. in service or authorized - to be improved        |  |                   |  |     |      |      |      |          |                |           |  |                  |              |                |         |      |         | 1              |          |                     |      |          |              |          |  |     |              |     |
| Cost  |  |                   |  |     |      |      |      |          |                |           |  |                  | t            |                |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| c. No. in service - cost = zero                         |  |                   |  |     | 2    |      |      |          |                |           |  |                  |              | -              |         |      |         |                |          |                     |      |          |              |          |  |     |              |     |
| 1 10 000 - 0000 - 0000                                  |  |                   |  |     |      |      |      |          | -              |           |  |                  | -            |                |         |      |         |                |          |                     | -    |          | -            |          | 1  |     | -            |     |

| INTERSTATE | ROUTE | NO | 90 |       |
|------------|-------|----|----|-------|
| Sheet      | 7     | of | 12 | Sheet |

|  |                |          |              |      |       |         |                                       |      |        |             | ES       | STIMAT   | E SE             | СТТОИ    | & FINAN      | CE C             | ODE     |  | -         |  |      |       |      |        |               |         |
|--|----------------|----------|--------------|------|-------|---------|---------------------------------------|------|--------|-------------|----------|--|------------------|----------|--------------|------------------|---------|--|-----------|--|------|-------|------|--------|---------------|---------|
|  | C4.            | 2        | C5.          | 1    | C5.2  |         | C6                                    |      | C6     |             | C7.      |  | C7.              |          | C8.1         |                  | 8.2     | C9   |           | C10  |      | C11   |      | C11.1  |               | C12.1   |
| ITEM   | C5.            |          | C5.          |      | C6    |         | C6.1                                  |      | C7     |             | C7.      |  | C8.              |          | C8.2         |                  | 9       | 010  | )         | C11  | 1    | C11.1 |      | C12 1  |               | C13     |
|  |                | 23       |              | 23   |       | 23      |                                       | 23   |        | 23          |          | 23   |                  | 23       | 22           |                  | 22      |  | 22        |  | 23   |       | 23   | 2.     | 3             | 23      |
| Section length, miles (0.1)                              | (              | 9.5      |              | 8.4  |       | 8.0     |                                       | 0.9  |        | 0.8         |          | 3.0  |                  | 1.1      | 4.2          | )                | 3.1     |  | 5.1       | ļ  | 3.4  | 2     | 2.3  | 0.0    | )             | 0.9     |
| Class: Rural or Urban (R or U)                           |                | R        |              | R    |       | R       |                                       | σ    |        | U           |          | R  |                  | R        | I            | ì                | R       |  | R         |  | R    |       | R    |        | J             | R       |
| Urban Area identification (name and code)                | <u> </u>       |          |              |      |       |         |                                       | 358# |        | 358#        |          |  |                  |          |              |                  |         | 1  |           |  |      |       |      | 36     | 2#            |         |
| Location: Existing, new or toll (E, N or T)              |                | N        |              | N    |       | N       |                                       | N    |        | N           |          | N  |                  | N        | I            |                  | E       |  | Ε         |  | N    |       | N    |        | N             | N       |
| Mileage increment: Code 1, 2, 3 or 4                     |                | 1        |              | 1    |       | 1       |                                       | 1    |        | 1           |          | 1  |                  | 1        |              |                  | 1       |  | 1         |  | 1    |       | 1    |        |               | 1       |
| No. Lanes to be constructed this estimate                |                | 0        |              | 0    |       | 4       |                                       | 4    |        | 4           |          | 4  |                  | 0        | (            |                  | 4       |  | 4         |  | 4    |       | 0    |        | 0             | 0       |
| No. Lanes to be improved this estimate                   |                | 0        |              | 0    |       | 0       |                                       | 0    |        | 0           | ļ        | 0  |                  | 0        | (            | )                | 0       |  | 0         |  | 0    |       | 0    |        | 0             | 0       |
| No. through traffic lanes                                |                | 4        |              | 4    |       | 4       |                                       | 4    |        | 4           | <u> </u> | 4  |                  | 4        | 2 /2         |                  | 4       | ļ  | 4         |  | 4    |       | 4    |        | 4             | 4       |
| Status of improvement, October 31, 1969 (PR-511)         | la             | (l)f     | <u>la</u>    | (1)f | 3     | a(2)    | 38                                    | a(2) | 3      | a(2)        | <u> </u> | 3a(2)  | ⊥a               | a(1)f    | la(1         | ) <u>1</u> ']    | 4a(1)   |  | 4a(1)     | 4  | a(1) | la    | (1)f | 1a(1   | )f            | la(1)f  |
|  |                |          |              |      |       |         |                                       | _    |        |             |          |  |                  |          |              |                  |         |  |           |  |      |       |      |        |               |         |
|  |                |          |              |      |       |         |                                       | I    | ESTIMA | ATED        | COSTS    | S (\$1,  | ,00C)            | AND      | NUMBER O     | F UN             | ITS ANI | STRU   | CTURE     | S  |      |       |      |        |               |         |
| Than No Fran   | <u> </u>       |          |              |      | 1     |         | 1                                     |      |        |             |          | 1  | · · · ·          |          |              |                  |         | Т.   |           | ,  |      |       |      | 1      |               |         |
| Item No. From WORK CLASSIFICATION                        | Unit           | Str      | Unit         | Str  | Unit  | Str     | Unit                                  | Str  | Unit   | Str         | Unit     | Str  | Unit             | Str      | Unit St      | r Ur             | nit Str | Unit   | Str       | Unit   | Str  | Unit  | Str  | Unit S | tr U          | nit Str |
| 7. R.R. grade separation - Cost                          | 01111          | - 002    | 3222 9       |      | 31111 |         |                                       |      |        |             |          |  |                  | 1        |              | -                |         | +  | 1         |  |      |       |      |        |               |         |
| a. No. to be constructed                                 | <del> </del> - |          |              |      | 1     |         |                                       |      |        |             |          | T  |                  |          |              | +-               |         | <del>                                     </del> | 1         |  |      | Т     |      |        |               |         |
| Cost   | _              |          |              |      |       |         |                                       |      | 1      |             |          | 1  |                  |          |              | +                | 1       | +  |           |  |      |       |      |        | -             |         |
| b. No. in service or authorized - to be improved         |                |          |              |      |       | ¦       | i                                     |      |        |             |          | T  |                  | 1        |              | _}_              |         |  | · · · · · | <u> </u>   |      |       |      |        |               |         |
| Cost   | ļ              | !        |              |      |       | I       |                                       |      | 1      |             |          | J  |                  | 1        |              | -}-              |         |  | J         |  |      |       |      |        |               |         |
| c. No. in service - cost = zero                          |                |          |              |      |       | {       |                                       |      | 1      |             |          |  | 7                |          | ····         |                  | —т—     | +  | 1         | -  |      |       |      |        | -             |         |
| d. No. in authorized status - cost = zero                |                |          |              |      | 2     | ,       | 7                                     | 1    |        | 2           |          | <del>                                     </del> | <del>  -</del> - | .2       |              | -                | _       |  |           |  |      |       | -    | -      |               |         |
|  |                |          |              |      | 2     | - 4     |                                       | Т    | 1      | ~           |          | <u> </u>   |                  | 1        |              | +                |         |  |           |  |      |       |      | _      |               |         |
| 8. <u>Highway grade separations without ramps - Cost</u> |                |          | T            |      | r     |         |                                       |      |        |             |          |  |                  | 1        |              | +                |         | 7  | 1 2       |  |      | -     | -    | -      |               |         |
| a. No. to be constructed                                 |                |          |              |      |       |         |                                       |      |        |             | ļ        |  |                  | <u> </u> |              |                  |         |  | 2         |  | 2    | -     |      |        |               |         |
| Cost   |                | <u> </u> |              | \    |       | <u></u> |                                       |      | i      |             |          | 1  | -                | ļ        |              |                  |         |  | 145       | -  | 89   | -     | -    | -      | -             |         |
| b. No. in service or authorized - to be improved         |                | !!       |              |      |       |         |                                       |      |        |             |          |  |                  |          |              |                  |         | ╀  | 1         |  |      |       | -    | -      |               |         |
| Cost   | -              |          | 1            |      |       |         | · · · · · · · · · · · · · · · · · · · |      |        |             |          | γ  | <del> </del>     | 1        |              |                  |         | <del> </del>                                     |           | -  | -    | -     |      | -      |               |         |
| c. No. in service - cost = zero                          | 2              | 4        |              | 2    |       | 2       |                                       |      |        |             | 7        | 2  | -                | ļ        | <del> </del> | -                |         |  | -         |  |      | -     |      | -      | -             |         |
| d. No. in authorized status - cost = zero                |                |          |              |      |       | 2       |                                       |      |        |             | <u> </u> | 2  | -                | <u> </u> |              | +                |         | -  |           | -  | -    | -     | _    | _      | -             |         |
| 9. <u>Interchanges - Cost</u>                            |                |          | - 1          |      |       |         |                                       |      | - 7    |             |          | _  |                  |          |              | _                |         | <del> </del>                                     | 1 0       | -  |      | -     | _    |        | $\rightarrow$ |         |
| a. No. to be constructed                                 |                |          | 1            |      |       | إ       |                                       |      |        |             |          | L  | ļ                | 1        |              |                  | 1 2     | 1  | 2         |  |      |       |      |        | $\rightarrow$ |         |
| Cost   | _              |          |              |      |       |         |                                       |      |        |             |          | ,  |                  |          |              |                  | 120     |  | 115       |  | _    |       |      |        | $\rightarrow$ |         |
| b. No. in service or authorized - to be improved         |                | L        | l            |      | 1     |         |                                       |      |        |             |          | <u> </u>   |                  | <u> </u> |              |                  |         | -  |           |  |      |       |      |        |               |         |
| Cost   |                |          | -            |      |       |         |                                       |      |        |             |          | ,  |                  |          |              |                  |         |  | ,         |  |      | - 1   |      |        |               |         |
| c. No. in service - cost = zero                          | 1              | 1        | 1            | 1    |       |         |                                       |      |        |             |          |  | 1                | 2        | 1 2          |                  | -       |  | -         | -  |      |       | 2    | 1      | -2            |         |
| d. No. in outhorized status - cost = zero                |                |          |              |      |       |         |                                       |      | 1      | 2           |          |  |                  |          |              |                  |         | -  | _         | -  | _    |       | _    | _      | $\rightarrow$ |         |
| 10. Other bridges and tunnels - Cost                     |                |          | <sub>1</sub> |      |       |         |                                       |      |        |             |          | <b>,</b>   |                  | _        |              |                  | -       | -  | 1         | -  |      | -     | _    | - 1    |               |         |
| a. No. to be constructed                                 |                |          |              |      |       |         |                                       |      |        |             |          | L  |                  |          |              |                  |         | -  | _         | -  |      |       | -    |        | -             |         |
| Cost   |                |          |              |      |       |         |                                       |      |        |             |          | 7  |                  |          |              |                  | -       | -  | 1         | -  |      |       |      |        | -             | -       |
| b. No. in service or authorized - to be improved         |                |          |              |      |       |         |                                       |      |        |             |          |  |                  | <u> </u> |              |                  |         | +  | -         | -  |      |       |      |        | -             | -1-     |
| Cost   |                |          | 1            |      |       |         |                                       |      |        |             |          |  |                  |          |              | _                | _       | +  | 1         |  |      |       | _    |        | -             | 2 0     |
| c. No. in service - cost = zero                          | 3              | 6        |              |      |       |         |                                       |      |        |             |          | -  |                  | -        | -            | +                | -       | -  | -         |  |      |       | _    | -      | $\rightarrow$ | 1 2     |
| d. No. in authorized status - cost = zero                |                |          |              |      |       |         |                                       |      |        |             |          | <u> </u>   |                  |          |              |                  |         |  |           |  |      |       | _    |        |               |         |
|  |                |          |              |      |       |         |                                       |      | 17     | e CYTH THAT | حرج س    | CO CM C  | · / @=           | 000)     | ANID NIIDA   | n <del>u</del> n | מסים מר | א ידורות ו                                       | C         |  |      |       |      |        |               |         |
| 12a Poat Amora Call                                      | _              |          |              |      |       |         |                                       |      |        | POT TIM     | KT L'D   | 00515  | ) ( DT           | ,000)    | AND NUM      | DEK              | or troi | AREA   | ت         |  |      | _     |      |        |               |         |
| 13c. Rest Areas - Cost                                   |                |          |              |      |       |         |                                       |      |        |             |          |  | -                |          |              |                  | -       | -  | -         | <del>                                     </del> |      | -     |      | -      | -             |         |
| a. No. to be constructed                                 |                |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              |                  | 1       | -  | 1         | ļ  |      |       | _    |        | -             |         |
| Cost   | <del></del>    |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              | -                | 104     | 1  | 04        | <u> </u>   |      | _     |      | -      | -             |         |
| b. No. in service or authorized - to be improved         |                |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              | _                |         | +  |           |  |      |       |      | -      | -             |         |
| Cost   |                |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              |                  |         | _  |           |  |      |       |      |        |               |         |
| c. No. in service - cost = zero                          |                |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              |                  |         | 1  |           | ļ  |      |       |      |        |               |         |
| d_ No. in authorized status - cost = zero                |                |          |              |      |       |         |                                       |      |        |             |          |  |                  |          |              |                  |         |  |           |  |      |       |      |        |               |         |

MONTANA

STATE \_\_\_

STATE \_\_\_\_\_MONTANA BY ESTIMATE SECTIONS WITH ROUT:

INTERSTATE ROUTE NO. 90
Sheet 8 of 12 Sheets

|  |             |                   |          |                |        |             |        |     |        |          | ES           | TAMIT        | E SE   | CTION          | & FI   | VANCE      | CODE   |          |              |              |        |     |            |          |       |               |             |
|--|-------------|-------------------|----------|----------------|--------|-------------|--------|-----|--------|----------|--------------|--------------|--|----------------|--|------------|--|----------|--------------|--------------|--------|-----|------------|----------|-------|---------------|-------------|
|  | C13         |                   | C14      |                | C15.   | 1           | C15.   | 2   | C15.   | 3        | Dl           |              | D2   |                | D3.1   |            | D3.2   |          | D4.1         |              | D4.2   |     | D5.1       | T        | 5.2   |               | D5.3        |
| ITEM   | C1.4        |                   | C15.     | 7              | 015.   |             | C15    |     | Dl     |          | D2           |              | D3.  | 1              | D3.2   |            | D4.1   |          | D4.2         |              | D5.1   |     | D5.2       |          | 15.3  |               | D6.5        |
| da da 4-da 95  | CIA         | 23                |          | 22             | 01/.   | 22          | OI.    | 22  | 1/1    | 22       | D &          | 22           | <i>D</i> ).                                      | 23             | 2).2   | 23         |  | 23       |              | 23           | 27,2   | 23  | 23         |          | 23    | _             | 22          |
| Section length, miles (0.1)                              | -           | 3.5               |          | .4             |        | 9.1         |        | 3.3 |        | 0.6      | ]            | 13.1         |  | 3.4            | -  | 5.4        |  | 2        |              | 9.8          | 1      | .0  | 0.3        |          | 1.8   |               | 3.0         |
| Class: Rural or Urban (R or U)                           |             | R                 |          | R              |        | R           |        | R   |        | R        |              | R            |  | R              |  | R          |  | R        |              | R            |        | R   | R          |          | Д.О   | $\dashv$      | R R         |
| Urban Area identification (name and code)                |             | 10                |          |                |        | 10          |        |     |        |          |              |              | <del>                                     </del> |                |  | - 10       |  |          |              |              |        |     |            | +        |       | _             |             |
|  |             | M                 |          | न              | -      | F           |        | Ĥ   |        | म        | <del></del>  | F            |  | M              |  | M          |  | М        |              | N            |        | N   | NT.        |          | N     | -             | E           |
| Location: Existing, new or toll (E, N or T)              |             | 7                 | -        | 7              |        | تد ت        | -      | 7   |        | 7        |              | ז            |  | 7              |  | 1          | -  | ٦        |              | 7            |        | 7   | 7          |          | 7\    |               | <u>E</u>    |
| Mileage increment: Code 1, 2, 3 or 4                     | -           | 0                 |          | 0              |        | 2           |        | U T |        | 7        | $\vdash$     | 7            |  |                |  |            |  | 1        |              |              |        | 2   | 2          | -        | 1     |               |             |
| No. Lanes to be constructed this estimate                |             | 0                 |          | _              |        | 0           |        | 0   |        | 4        |              | 4            |  | 4              |  | 4          |  | 0        |              | 0            |        | 0   | 0          | _        | (     | _             | 2           |
| No. Lanes to be improved this estimate                   |             | ,                 |          | 0              | -      | ,           |        | ,   |        | ,        | <del> </del> | <del>,</del> |  | <del>,</del>   | -  | ,          |  | ,        |              | <del>,</del> |        | ,   | <u> </u>   | +        |       | -             | <del></del> |
| No. through traffic lanes                                | 7.5/        | 1\6               | 7 /-     | 4              |        | 4           |        | 4   |        | 4        | - 01         | 4            |  | 4              | -  | 4          | -  | 4        |              | 4            | /      | 4   | 4          |          |       |               | 4           |
| Status of improvement, October 31, 1969 (PR-511)         | Ta(         | 1)f               | la(      | 1)f            | 2a     | <u>(2)f</u> | la(    | 1)f | 2b     | (2)n     | 2t           | o(2)n        | 4a   | 1(3)           | 4  | a(3)       | 4a   | (T)      | 45           | a(1)         | 2a(    | 2)f | 2a(2)      | f        | la(1) | f             | 2a(2)f      |
|  |             |                   |          |                |        |             |        | _   |        |          |              |              | >  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
|  |             |                   |          |                |        |             |        | ]   | ESTIM  | ATED (   | COSTS        | 5 (\$1,      | ,000)  | AND            | NUMBE  | R OF       | UNITS  | AND      | STRUC        | TURE         | S      |     |            |          |       |               |             |
| The Man There  |             |                   |          |                | 7      |             |        |     |        |          |              | 1            | 1  |                | ,  |            |  | - ,      |              |              |        | - 1 |            |          |       |               |             |
| Item No. From WORK CLASSIFICATION                        | IIni+       | Stn               | IInit    | Stm            | IIni+  | Stn         | IIni+  | Stn | IIni+  | Str      | IIni+        | Stn          | IIni+  | Stn            | Uni+   | Str        | Uni+   | Stn      | Uni+         | Str          | IInit  | Stn | Unit Str   | ,   11-  | nit c | t n H         | nit Stn     |
| <u>rable c</u>   | 011110      | DUI.              | Unity    | 201            | 0111 0 | 201         | 0111 0 | 201 | 0111.0 | 201      | 0111 0       | 0.01         | 01111  | 3 501          | 0111.0   | DUI        | OHILU  | 001      | 0111.0       | 201          | 0111 9 | 501 | 3111 6 301 | 0.       | 11143 | 07. 01        | 1110 201    |
| 7. R.R. grade separation - Cost                          | ļ           |                   |          |                |        |             | ļ      |     |        |          |              |              | ļ  |                | ļ  |            |  |          |              | , ——ļ        | -      |     |            | $\perp$  |       |               |             |
| a. No. to be constructed                                 |             |                   |          | !              |        |             |        |     |        |          |              |              | ļ  | <u> </u>       | لــــــــا                                       | L          |  |          |              |              |        |     |            | $\perp$  |       |               |             |
| Cost   |             | !                 |          |                |        |             |        |     |        |          |              | ,            | ļ  |                | <u> </u>   |            |  |          |              |              |        |     |            |          |       |               |             |
| b. No. in service or authorized - to be improved         |             |                   |          |                | i      |             |        |     |        |          |              | L            | <u> </u>   | <u> </u>       |  |            |  | [        |              |              |        |     |            |          |       |               |             |
| Cost   | <u> </u>    | [                 |          |                |        | ا           |        |     |        |          |              |              | <u> </u>   |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| c. No. in service - cost = zero                          |             |                   |          |                |        |             |        |     |        |          |              |              | ]  |                |  |            |  |          |              |              |        | l   |            |          |       |               |             |
| d. No. in authorized status - cost = zero                |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| 8. <u>Highway grade separations without ramps - Cost</u> |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| a. No. to be constructed                                 |             | Ť                 |          |                | 7      | 2           |        |     |        |          |              |              | 2  | 3              | 1  | 2          |  |          | 2            | 4            |        | 1   |            |          |       | Î             |             |
| Cost   |             |                   |          |                |        | 89          |        |     |        |          |              |              |  | 1 233          | ĺ  | 89         |  |          |              | 209          |        | Î   |            |          |       |               |             |
| b. No. in service or authorized - to be improved         |             | i                 |          | Ť              |        |             |        |     | Î      |          |              |              |  | i              | i  |            |  |          |              | ĺ            | 7      | 2   |            | -j-      |       | i             | Î           |
| Cost   | ,           | i                 |          |                |        |             |        |     |        |          |              |              |  | <u> </u>       | <u> </u>   |            |  |          | <u> </u>     | i            |        | 1.7 |            |          |       | <u>-</u> -    |             |
| c. No. in service - cost = zero                          | 2           | ,                 | 1        |                | 1      |             |        |     |        |          |              |              | <u> </u>   | 1              |  |            |  |          |              | ı — i        |        |     |            | _        |       |               | T           |
| d. No. in authorized status - cost = zero                | ~~~         |                   | <u> </u> | _              | 1      |             |        |     |        |          |              |              | 1  | <u> </u>       |  |            |  |          |              |              |        |     |            |          |       |               |             |
| 9. Interchanges - Cost                                   | ,,          | Î                 |          |                |        |             |        |     |        |          |              |              |  |                | <u> </u>   |            |  |          |              |              |        |     |            |          |       |               |             |
| a. No. to be constructed                                 |             | ij                |          |                | 2      | 3           |        |     | 1      | 2        | 1            | 2            | 7  | 2              | i i  | 7          | 1  | 2        | 1.           | 2            |        |     | Ī          |          |       |               |             |
| Cost   |             | <del></del> i     |          | <del>-</del>   |        | 222         |        |     |        | 115      |              | 175          | <del>                                     </del> | 143            | <del>                                     </del> | 118        | 7  | 20       | · ·          | 115          |        |     |            | $\top$   |       |               |             |
| b. No. in service or authorized - to be improved         |             |                   |          |                |        |             |        |     |        | 11/      |              | 1            | -  | 142            | <del> </del>                                     | 110        | <del>                                     </del> | 20       |              |              |        |     |            |          |       | _             | 7 7         |
| Cost   |             |                   |          | _              |        |             |        |     |        |          |              |              |  | 1              | $\vdash$   |            |  |          |              |              |        |     |            | _        |       |               | 57          |
| c. No. in service - cost = zero                          | 1           |                   | 2        | 2              |        |             |        |     |        |          |              |              |  | 1              | -  |            |  |          |              |              |        |     |            |          | 1     | 2             | <u> </u>    |
| d. No. in authorized status - cost = zero                |             |                   | 2        | ~              |        |             |        |     |        |          |              | -            |  | <del> </del> - | -  |            |  |          |              |              |        |     |            | +        |       | _             |             |
| 10. Other bridges and tunnels - Cost = Zero              |             |                   |          | -              |        |             |        |     |        |          |              |              |  | 1              |  |            | -  |          |              |              |        |     |            | $\dashv$ |       | $\rightarrow$ |             |
| a. No. to be constructed                                 |             |                   |          | -              | 1      | 3           |        |     |        |          |              |              | 7  | 7 2            | 2  | 1.         | 7  | 2        | 1            | 2            |        |     |            |          | 1     |               |             |
| Cost   |             |                   |          | <del>-  </del> | - 1    | 114         |        |     |        |          |              | L            | -  | 375            | 2  | 325        | 7  | 05       | <u> </u>     | 199          |        |     |            |          |       | $\rightarrow$ |             |
| b. No. in service or authorized - to be improved         | 1           |                   |          | -              | T      | 114         |        |     | I      |          |              | 1            |  | $\Gamma$       |  | 12.7       | 1  | <u> </u> |              |              |        |     |            | $\dashv$ |       | -             |             |
| Cost   |             |                   |          |                |        |             |        |     |        |          |              | L            |  | 1              | ╂───   | L          |  |          |              |              |        |     |            | +        |       |               |             |
| c. No. in service - cost = zero                          | <del></del> |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          | <del> </del> |              |        |     |            | $\dashv$ |       |               |             |
|  |             | $\longrightarrow$ |          |                |        |             |        |     |        |          |              | ļ            |  | -              | -  |            |  |          |              |              |        |     |            | _        |       | -             |             |
| d. No. in authorized status - cost = zero                |             |                   |          | L              |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
|  |             |                   |          |                |        |             |        |     | 7.     | אודיים ק | νπετ         | 00 CT C      | 2 / Φ1   | 0001           | ( CIM  | VIII) (IDE | R OF F   | Trom     | ADEAC        | 3            |        |     |            |          |       |               |             |
| 12a Dagt Augus Augus                                     |             |                   |          |                |        |             |        |     | Г      | SOT TIVE | HITD         | 00212        | ) ( DT   | ,000)          | AND I  | NOME       | TO OF F  | TC/JI    | AREAC        | )            |        |     |            |          |       |               |             |
| 13c. Rest Areas - Cost                                   |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          | -            |              |        |     |            |          |       | $\rightarrow$ |             |
| a. No. to be constructed                                 |             |                   |          |                |        |             |        |     |        |          |              | 2            |  |                |  |            |  |          |              | 2            |        |     |            |          |       |               |             |
| Cost   |             |                   |          |                |        |             |        |     |        |          | 1            | 75           |  |                |  |            |  |          | 17           | 5            |        |     |            | $\perp$  |       |               |             |
| b. No. in service or authorized - to be improved         |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| Cost   |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| c. No. in service - cost = zero                          |             |                   |          |                |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |
| d. No. in authorized status - cost = zero                |             |                   |          | T              |        |             |        |     |        |          |              |              |  |                |  |            |  |          |              |              |        |     |            |          |       |               |             |

INTERSTATE ROUTE NO. 90
Sheet 9 of 12 Sheets

|  |  |            |  |  |          |              |  |             |  |          | ES    | TAMIT    | re se         | CTION          | 1 & FI   | NANCE        | CODE   |            |  |           |              |                |          |         |       |         |         |      |
|--|--|------------|--|--|----------|--------------|--|-------------|--|----------|-------|----------|---------------|----------------|--|--------------|--|------------|--|-----------|--------------|----------------|----------|---------|-------|---------|---------|------|
|  | D6   |            | D7.  | 1                                      | D7.      | 2            | D8   |             | D8.  | .1       | D9    |          | D9.           | .1             | D10  | .1           | D10  |            | D11  |           | D12          |                | D13.     | .1      | D13.  | 2       | D13.    | 3    |
| ITEM   | D7.3   |            | D7.  |  | D8       |              | D8.  |             | D9   |          | D9.   |          | D10           |                | D10  | .2           | D11  |            | D12  |           | D13          | .1             | D13.     |         | D13.  |         | D14.0   | 0.1  |
|  | ļ.,  | 23         |  | 22                                     |          | 23           | -  | 23          |  | 23       |       | 23       |               | 23             |  | 23           |  | 23         |  | 23        |              | 23             |          | 23      |       | 22      |         | 22   |
| Section length, miles (0.1)  |  | 3.0        |  | 1.5                                    |          | 8.2          |  | 1.3         | -  | 4.2      |       | 3.1      |               | 6.1            |  | 3.1          |  | 3.1        |  | 4.9       |              | 3.9            |          | 1.4     |       | .2      |         | .9   |
| Class: Rural or Urban (R or U)   | -  | R          |  | R                                      | -        | R            | +-   | п           | <del>                                     </del> | R        |       | R        |               | R              | -  | R            |  | R          |  | R         |              | R              |          | R       |       | R       |         | U    |
| Urban Area identification (name and code)  | <del> </del> -                                   | M          | <del> </del>                                     | Ten                                    |          | M            |  | NI          | <del> </del>                                     | NI       |       | ŊŢ       |               | N              |  | N.T.         |  | NI         |  | N         |              | N.I.           |          | 3.7     |       | -,      | 3       | 56#  |
| Location: Existing, new or toll (E, N or T)  | -  | 1//        |  | <u> 1</u>                              |          |              | -  | 7           | -  | 7        | -     | 7        |               | J IN           | -  | - 10         |  | - 1//      |  | 1//       |              | N              |          | N       |       | N       |         | E    |
| Mileage increment: Code 1, 2, 3 or 4 No. Lanes to be constructed this estimate       |  | 2          |  | 2                                      |          | 4            |  |             | <del>                                     </del> | 0        |       | <u></u>  |               | <u> </u>       |  |              | -  |            |  | 0         |              | 0              |          | 0       |       | U<br>T  |         | 0    |
| No. Lanes to be constructed this estimate  No. Lanes to be improved this estimate    | <del> </del>                                     | 0          | <del>                                     </del> | 0                                      | -        | 0            | +  | 0           | <del> </del>                                     | 0        |       | 0        |               | 0              | <del>                                     </del> |              | <del> </del>                                     | 0          |  | 0         |              | 0              |          | 0       |       | 0       |         | 0    |
| No. through traffic lanes  | <del> </del>                                     | 4          |  | 4                                      |          | 4            |  | 4           | <b>†</b>   | 4        |       | 4        |               |                | <del>                                     </del> | 4            |  | 4          |  | - 2,      |              | 1,             |          | 1.      |       | 7.      |         | 7    |
| Status of improvement, October 31, 1969 (PR-511)                                     | 2a(  | (2)f       | 2a   | (2)f                                   | 48       | a(1)         | 2  | a(1)        | 1 3  | 3a(3)    | -     | 3a(3)    | 7             | 3a(3)          | <del>                                     </del> | 3a(3)        | ไลเ  | (1)f       | 1  | a(1)f     | la           | (1)f           | 7        | La(1)   | 1 a ( | (1)f    | 1.0     | (1)r |
| boards of improvement, october of, 1909 (in our                                      |  | ( ) = / == |  | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ |          | ( - /        |  | , \ _ /     |  | ( > /    |       | /(//     |               | -(2)           |  | /-(//        |  | (=/-       |  | - ( - ) - |              |                |          | 14(1)   | La    | (-/-    | 1.0     | 114  |
|  | 1  |            |  |  |          |              |  |             | ESTIM  | ATED     | COSTS | 5 (\$1.  | .000)         | AND            | NUMBE  | R OF         | UNITS  | S AND      | STRUC  | CTURE     | S            |                |          |         |       |         |         |      |
|  |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              | V  |            | 5210   | 01010     |              |                |          |         |       |         |         |      |
| Item No. From WORK CLASSIFICATION  |  | ~.         |  | ~.                                     |          |              | 1  |             |  | <u> </u> |       | <u> </u> |               |                |  | G.           |  | <i>a</i> . |  | G.        |              | a.             |          | a       |       | 2.      |         |      |
| Table C  | Unit   | Str        | Unit   | Str                                    | Unit     | Str          | Unit   | Str         | Unit   | Str      | Unit  | Str      | Uni           | Str            | Unit   | Str          | Unit   | Str        | Unit   | Str       | Unit         | Str            | Unit     | Str     | Unit  | Str     | Unit S  | itr  |
| 7. R.R. grade separation - Cost  | <u> </u>   |            |  |  | [        |              | <u> </u>   |             |  |          |       |          |               |                | <u> </u>   |              | <u> </u>   |            |  |           | <u> </u>     |                |          |         |       |         |         |      |
| a. No. to be constructed   |  |            |  |  | ļ        | <u> </u>     | 1  | <u> </u>    | <u> </u>   |          |       | <u> </u> |               | <u></u>        | <u> </u>   |              |  |            |  | <u> </u>  |              | 1              | <u> </u> |         |       |         |         |      |
| Cost   | ļ <u> </u>                                       |            |  |  |          | ·            | <u> </u>   |             | <u>ļ                                    </u>     |          |       | ,        |               |                | <u> </u>   |              | <u> </u>   |            | <u> </u>   |           | ļ            |                |          |         |       |         |         |      |
| b. No. in service or authorized - to be improved                                     | 1 1  | 2          |  |  |          | <u> </u>     | <u> </u>   |             | ļ  |          | ļ     | <u> </u> |               |                | ļ  | <u> </u>     |  |            | ļ  |           |              |                | <u> </u> |         |       |         |         |      |
| Cost   |  | .55        | ļ<br>  |  | ļ        | γ——          | <del> </del>                                     | ,           | ļ  | ,        |       |          |               | 1              | <del> </del>                                     |              | <u> </u>   |            |  | 1 -       |              | 1              |          |         | ļ.,   |         |         |      |
| <pre>c. No. in service - cost = zero d. No. in authorized status - cost = zero</pre> |  |            |  |  | ļ        | <del> </del> | ļ  | <del></del> | <del> </del>                                     | <u> </u> |       |          |               | <del> </del>   | <del> </del>                                     | <del> </del> |  | -          |  | 2         |              | -              | ļ        | ļ       |       |         | ,       |      |
|  |  |            | $\vdash$   |  |          |              | <del></del>                                      |             | -  |          |       |          |               | <u> </u>       | -  |              |  |            |  |           | -            | L              | -        |         |       |         |         |      |
| 8. <u>Highway grade separations without ramps - Cost</u>                             | <del> </del>                                     |            | <u></u>  |  | 7        | 1 7          | ·}   | γ           | <u> </u>   | 1        |       | ı .      | <del> </del>  | i -            | <del> </del>                                     | 1            | <del>                                     </del> |            | <del>                                     </del> | 1         | <del> </del> |                | <b> </b> | T       |       |         |         |      |
| a. No. to be constructed   |  |            | -  |  |          | 7 07         | -  | <u> </u>    |  |          |       | L        |               | 1              | <del> </del>                                     | <u> </u>     |  |            |  | -         |              |                |          | -       |       |         |         |      |
| <u>Cost</u> <u>b. No. in service or authorized - to be improved</u>                  | 7 1  | 7          | 7  | 7                                      | <u> </u> | 191          | <del>                                     </del> |             | ļ  | ĵ-       |       |          |               | <del> </del> - | <del> </del>                                     | T            | <del>                                     </del> |            |  | 1         |              | T              | <u> </u> |         |       |         |         |      |
| Cost   | <del>╎┈╧┈╵</del>                                 | 39         |  | 50                                     |          |              | <del></del>                                      |             | -  | L        |       | L        |               | 1              | <del> </del>                                     | 1            |  |            |  |           | -            | <u> </u>       |          | 1       |       |         |         |      |
| c. No. in service - cost = zero  |  | 79         |  |  |          |              |  | Î           | <del>                                     </del> |          |       |          | <del> </del>  | 1              | <del>                                     </del> |              | 7  | 2          | 2  | 2         | 1            | 1 7            |          | 1       | 2     | 2       |         |      |
| d. No. in authorized status - cost = zero  | <del>                                     </del> |            |  |  |          |              | 1  | !           | 1  | 1        |       |          | 4             | 8              | 1  | 2            |  | ~          | -  |           |              | <del>  -</del> |          |         |       |         |         |      |
| 9. Interchanges - Cost   |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  | •            |  |            |  |           |              |                |          |         |       |         |         |      |
| a. No. to be constructed   |  |            |  |  | 1        | 2            | 1  | 2           | 1  |          |       |          |               | T              | Ì  |              |  |            | 1  | 1         |              |                |          |         |       |         |         |      |
| Cost   |  |            |  |  |          | 120          | Î  | 129         |  |          |       |          |               |                |  | •            |  |            |  |           |              |                |          | 1       |       |         |         |      |
| b. No. in service or authorized - to be improved                                     |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              |  |            |  |           |              |                |          |         |       |         |         |      |
| Cost   |  |            |  |  |          |              | <u> </u>   |             | <u> </u>   |          |       |          |               |                |  |              |  |            |  |           |              |                |          |         |       |         |         |      |
| c. No. in service - cost = zero  |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              | 1  | 2          |  | 1         | 2            | 4              | <u> </u> | $\perp$ |       | ļ<br>   |         |      |
| d. No. in authorized status - cost = zero  |  |            |  |  |          |              |  |             |  |          |       | <u> </u> |               |                |  |              |  |            |  | 1         |              |                | <u> </u> |         |       |         |         |      |
| 10. Other bridges and tunnels - Cost   |  |            |  |  |          |              | 1  |             |  | 1        |       | T        |               |                | ļ  |              |  |            | <u> </u>   |           |              | т—             | -        | 1       |       | 1       |         |      |
| a. No. to be constructed   |  |            |  |  | 1        | 2            | <del> </del>                                     |             | -  |          |       |          |               | <u> </u>       | 1  | <u> </u>     |  |            | -  |           | <del> </del> |                | ļ        |         |       | <u></u> |         |      |
| b. No. in service or authorized - to be improved                                     | - 1  |            | 7  |  |          | 215          | <del>                                     </del> | r           |  |          |       | 1        | -             | 1              | 1  | 1            |  |            | -  | T -       |              | 1              | ├        | 1       |       | Г       | <b></b> |      |
| Cost   |  | 17         | 1  | <u>2</u><br>52                         |          | L            | <del> </del>                                     | <u></u>     | -  |          |       |          | -             |                | -  | 1            |  |            | -  |           |              | <u> </u>       | $\vdash$ |         |       | 1       |         |      |
| c. No. in service - cost = zero  |  | ) <u> </u> |  | 14                                     |          |              | -  | _           |  |          |       |          |               |                |  | T            |  |            | -  | 1         | _            | 1              | 7        | 1 2     | 7     | 2       | 7 1     | 2    |
| d. No. in authorized status - cost = zero  |  |            |  |  |          |              | -  | -           |  |          | ٦     | 2        | 7             | 2              | 1  | 3            |  |            | -  |           | -            |                |          | 2       |       | 4       |         | 4    |
| 2. 1.0. III addio112ed Status - Cost - Zelo  |  |            |  |  |          |              |  |             |  | Ц.,      | т     | 4        |               | ~              |  | )            |  |            |  | <u> </u>  | <u> </u>     | <u></u>        | I        | 1       | ļ     |         |         |      |
|  |  |            |  |  |          |              |  |             |  | ESTIM    | ATED  | COSTS    | 5 (\$1        | ,000)          | AND  | NUMBE        | ER OF  | REST       | AREA   | S         |              |                |          |         |       |         |         |      |
| 13c Rest Areas - Cost  |  |            |  |  |          |              | T  |             |  |          |       |          | \ , , <u></u> |                | T  |              |  |            |  |           |              |                | T        |         | Τ     |         |         |      |
| a. No. to be constructed   |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              | -  |            |  |           |              |                |          |         |       |         |         |      |
| Cost   |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              |  |            |  |           |              | _              |          |         |       |         |         |      |
| b. No. in service or authorized - to be improved                                     |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              |  |            |  |           |              |                | <b></b>  |         |       |         |         |      |
| Cost   |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              |  |            |  |           |              |                |          |         |       |         |         |      |
| c. No. in service - cost = zero  |  |            |  |  |          |              |  |             |  |          |       | _        |               |                |  |              |  |            |  |           |              |                |          |         |       |         |         |      |
| d. No. in authorized status - cost = zero  |  |            |  |  |          |              |  |             |  |          |       |          |               |                |  |              |  |            |  |           |              |                |          |         |       |         |         |      |

STATE \_\_\_\_MONTANA

STATE MONTANA

INTERSTATE ROUTE NO. 90
Sheet 10 of 12 Sheets

|  |      |      |      |          |            |      |      |          |         |                  | ES      | TAMITS   | E SE  | CTION     | & FINA             | ANCE          | CODE                                  |         |          |         |      |          |          |               |      |     |      |     |
|--|------|------|------|----------|------------|------|------|----------|---------|------------------|---------|----------|-------|-----------|--------------------|---------------|---------------------------------------|---------|----------|---------|------|----------|----------|---------------|------|-----|------|-----|
|  |      | .0.1 |      | .0.2     |            |      | D15  |          | D15.    |                  | D15     | .3       | Ml    |           | M2                 |               | M3                                    |         | M4       |         | M5   |          | M6       |               | M7   |     | M8.0 | 0.1 |
| ITEM   | D14  | .0.2 | D14  | .0.3     | D15.       |      | D15  |          | D15.    |                  | D16     |          | M2    |           | <u>M</u> 3         |               | M4                                    | _       | M5       |         | M6_  |          | M7       |               | M8.0 |     | M9   |     |
|  |      | 23   |      | 23       |            | 23   |      | 23       | ļ       | 23               |         | 23       |       | 23        |                    | 23            | 23                                    |         |          | 23      |      | 23       |          | 23            |      | 21  |      | 23  |
| Section length, miles (0.1)  | -    | 1.2  | -    | 3.0      |            | 2.4  |      | 1.2      |         | 2.0              |         | 1.6      |       | 6.0       | 5                  | .5            | 2.5                                   | _       | 2        | 2.3     |      | 4.3      |          | 8.6           | (    | 5.2 |      | 8.0 |
| Class: Rural or Urban (R or U)   |      | 200  |      | U .      |            | U    |      | U        |         | ·U               |         | R        |       | R         |                    | R             | R                                     | -       |          | R       |      | R        |          | R             |      | R   |      | R   |
| Urban Area identification (name and code)                                  |      | 356# | 3    | 56#      |            | 356# | 3    | 56#      | - 2     | 356#             |         | N.T.     |       | NT.       |                    | Nr.           | B.T                                   |         |          | NI I    |      | N.T.     |          | ), T          |      |     |      | 3.7 |
| Location: Existing, new or toll (E, N or T)                                | -    | N    | -    | N        |            | N    |      | N        |         | N                |         | N        |       | N         |                    | N             | N                                     |         |          | 11/     |      | N        |          | N             |      | N   |      | N   |
| Mileage increment: Code 1, 2, 3 or 4                                       |      | T    |      | 1        |            | 1    |      | 1        |         | 1                | -       | Τ_       |       | <u></u>   |                    |               | 1.                                    |         |          | 1       |      | 1        |          |               |      |     |      |     |
| No. Lanes to be constructed this estimate                                  |      | 0    |      | 0        |            | 0    |      | 0        |         | 0                |         | 0        |       | <u>4</u>  |                    | <u>4</u><br>0 | 4                                     | -       |          | 4       |      | <u>4</u> | -        | 4             |      | 0   |      | 4   |
| No. Lanes to be improved this estimate                                     |      |      | -    | 0        |            |      |      | /        |         | ,                |         | ,        | -     | - /       |                    | 7             | ,                                     | -       |          | 7       |      | /        |          | 0             |      | 0   |      | 0   |
| No. through traffic lames Status of improvement, October 31, 1969 (PR-511) | 10   | (1)f | la(  | 1)£      | 7.0/       | (1)f | la(  | 7) £     | 10/     | $\frac{4}{(1)f}$ | 10      | (1)f     | 30    | 4<br>a(3) | 4a(                | 4             | 4a(1)                                 | -       | 4a(      | 77      | 4a   | (1)      | 1.       | $\frac{4}{1}$ | 3a   | 4   | 20   | (3) |
| Status of Improvement, October 31, 1909 (FR-311)                           | La   | (T)I |      | <u> </u> | 14         | (1)1 | Ta(  | <u> </u> | Ta(     | (1)1             | La      | ( 1 ) 1  |       | (2)       | 44(                | 1).           | 4a(1)                                 | L       | 40(      | -/      | 40   | (1)      | 46       | x(1)          | Ja   | (2) | Ja   | (7) |
|  |      |      |      |          |            |      |      |          | E CT TM | רוידית ו         | CO COTT | 2 (01    | 0001  | VVID      | ליניד כדון און דון | O177          | IINTEC A                              | UD C    | OT DITCH | יבורוות | d    |          |          |               |      |     |      |     |
|  |      |      |      |          |            |      |      |          | тот Щ∕  | HIED             | COST    | ) (DI,   | ,000) | AND.      | MOMBER             | OF.           | UNITS AI                              | א עוא   | STRUC'.  | TURE    | 5    |          |          |               |      |     |      |     |
| Item No. From  |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               |                                       |         |          |         |      |          |          |               |      |     | 7    |     |
| Table C WORK CLASSIFICATION  | Unit | Str  | Unit | Str      | Unit       | Str  | Unit | Str      | Unit    | Str              | Unit    | Str      | Unit  | Str       | Unit S             | Str           | Unit St                               | rU      | Init S   | Str     | Unit | Str      | Unit     | Str           | Unit | Str | Unit | Str |
| 7. R.R. grade separation - Cost  |      |      |      |          |            |      |      |          |         | 1                |         |          |       |           | 1                  | $\neg$        |                                       |         |          |         |      |          |          |               |      |     |      |     |
| a. No. to be constructed   |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    | _             |                                       | _       |          |         |      |          | 1        | 2             |      |     | T    |     |
| Cost   |      |      |      |          |            |      |      |          |         |                  |         | 1        |       | -         |                    |               |                                       |         |          | -       | 1    |          |          | 169           |      |     | 1    |     |
| b. No. in service or authorized - to be improved                           |      | T    |      |          |            |      |      | I        | 1       |                  | Î       |          | 1     |           |                    |               | T                                     | -       |          |         |      |          | <u> </u> |               |      |     |      |     |
| Cost   |      |      |      |          | - The rest |      |      |          |         |                  |         | •        |       | J         |                    |               |                                       | -       |          |         |      |          | Ì        | 1             |      |     |      |     |
| c. No. in service - cost = zero  |      |      |      |          | 1          | 2    |      |          |         |                  |         |          |       |           |                    |               |                                       | $\top$  |          |         |      |          |          |               |      |     |      |     |
| d. No. in authorized status - cost = zero                                  |      |      |      |          |            |      |      |          | Ĺ       |                  |         |          | Í     |           |                    |               |                                       |         |          |         |      |          |          | j             |      |     | 1    | 2   |
| 8. <u>Highway grade separations without ramps - Cost</u>                   |      |      |      |          | *          |      |      |          |         |                  |         |          |       |           |                    |               |                                       |         |          |         |      |          |          |               |      |     |      |     |
| a. No. to be constructed   |      |      |      |          |            | İ    |      |          |         |                  | Î       |          |       |           | 1                  | 2             |                                       |         |          |         |      |          | Ì        |               |      |     |      |     |
| Cost   |      |      |      |          |            | i    |      |          |         |                  |         |          |       | J         | 8                  | 39            |                                       |         |          |         |      |          |          |               |      |     |      |     |
| b. No. in service or authorized - to be improved                           |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               |                                       |         |          | Î       |      |          |          |               |      |     |      |     |
| Cost   |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               |                                       |         |          | Î       |      |          |          |               |      |     |      |     |
| c. No. in service - cost = zero  |      |      | 2    | 2        |            |      |      |          | 1       | 2                |         |          |       |           |                    |               |                                       |         |          |         |      |          |          |               |      |     |      |     |
| d. No. in authorized status - cost = zero                                  |      |      |      |          |            |      |      |          |         |                  |         |          | 1     | 2         |                    |               |                                       |         |          |         |      |          |          |               | 1    | 1   | 1    | 2_  |
| 9. Interchanges - Cost   |      |      |      |          |            |      |      |          | ļ       |                  |         |          |       |           |                    |               |                                       |         |          |         |      |          |          |               |      |     |      |     |
| a. No. to be constructed   |      |      |      |          |            |      |      |          | ļ       |                  |         |          |       |           |                    |               | 1 2                                   |         |          |         |      |          | 2        |               |      |     |      |     |
| Cost   |      |      |      |          |            |      |      |          | ļ       |                  |         |          |       |           |                    |               | 110                                   |         |          | ]       |      |          |          | 265           |      |     |      |     |
| b. No. in service or authorized - to be improved                           |      |      |      |          |            |      |      |          |         |                  |         | <u> </u> |       |           |                    |               |                                       |         |          |         |      |          |          | 1             |      |     |      |     |
| Cost   |      |      |      |          |            |      |      |          | ļ       |                  |         |          |       | _         |                    |               |                                       |         |          |         |      |          |          | ,             |      |     |      |     |
| c. No. in service - cost = zero  | 1    | 4    |      |          | 1          | 1    | 1    | 2        |         |                  | 1       | 2        |       | -         |                    |               |                                       |         |          |         |      |          | <b>_</b> | ļ             |      |     |      |     |
| d. No. in guthorized status - cost = zero                                  |      |      |      |          |            |      |      |          |         |                  |         |          | 1     | 1         |                    |               |                                       | 4       |          |         |      |          |          |               |      |     | 2    | 2   |
| 10. Other bridges and tunnels - Cost                                       |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               | 1                                     | $\perp$ | Т        |         |      | 1        | -        |               |      | 1   |      |     |
| a. No. to be constructed Cost  |      |      |      |          |            |      |      |          |         |                  |         |          |       | 1         |                    | $\rightarrow$ |                                       |         |          |         |      | l        | 1        | 2             |      |     |      | L   |
|  |      |      | 1    |          |            |      |      |          |         | _                |         |          |       |           |                    |               |                                       | -       |          |         |      |          |          | 128           |      |     | -    | 1   |
| b. No. in service or authorized - to be improved  Cost                     |      |      |      |          |            |      |      | L        | -       |                  |         |          | _     |           |                    |               |                                       |         |          |         |      | l        | -        | 1             |      | I   |      |     |
| c. No. in service - cost = zero  |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               | T                                     | -       | 1        |         |      |          | -        | T             | -    |     |      |     |
|  |      |      |      |          |            |      | 1    | 2        |         |                  |         | _        |       |           |                    |               |                                       |         |          |         |      |          |          | +             |      |     | 2    | 2   |
| d. No. in authorized status - cost = zero                                  |      |      |      |          |            |      |      |          |         |                  |         |          | 1     | 2         |                    |               |                                       |         | $\perp$  |         |      | L        |          |               |      |     | Ι Ι  | 2   |
|  |      |      |      |          |            |      |      |          | 1       | ESTIM            | בתיתים  | COSTS    | (\$1  | 000)      | AND NI             | MEE           | R OF RES                              | STP /   | AREAC    |         |      |          |          |               |      |     |      |     |
| 3c Rest Areas - Cost   |      |      |      |          |            |      |      |          | ,       | TOT TIME         | עניייי  | OUDID    | Ι ΨΤ  | ,000)     | 17117 11(          |               | It OF THE                             | 71 1    | CHILLIA  | ī       |      |          | T        |               | _    |     |      |     |
| a. No. to be constructed   |      |      |      | -        |            |      |      |          | -       |                  |         |          |       |           |                    |               | · · · · · · · · · · · · · · · · · · · |         |          |         |      | 2        | -        |               | -    |     |      |     |
| Cost   |      |      |      | -        |            |      |      |          |         |                  |         |          |       | -         |                    |               |                                       | +       |          |         | 2.0  | 2        | -        |               | -    |     | -    |     |
| b. No, in service or authorized - to be improved                           |      |      |      |          |            |      |      |          | -       |                  |         |          |       |           |                    | -             |                                       | -       |          |         | 17   | ()       |          |               |      |     | -    |     |
| Cost   |      |      |      |          |            |      |      |          | -       |                  |         |          |       |           |                    |               |                                       | -+      |          |         |      |          | +        |               | -    |     |      |     |
| c. No. in service - cost = zero  |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    | $\rightarrow$ |                                       | -       |          |         |      |          | 1        |               | -    |     |      |     |
|  |      |      |      |          |            |      |      |          |         |                  |         |          |       |           |                    |               |                                       |         |          |         |      |          |          | ~             |      |     |      |     |
| d. No. in authorized status - cost = zero                                  |      |      |      |          |            |      |      |          | l       |                  |         |          |       |           |                    |               |                                       |         |          |         |      |          | 1        |               |      |     |      |     |

STATE MONTANA

INTERSTATE ROUTE NO. 90
Sheet 11 of 12 Sheets

|  |              |               |          |               |      |                   |      |          |  |      | ES    | TIMAT    | E SECT   | TON        | N & FINANCE CODE                                 |                 |                    |              |           |               |      |     |              |      |             |              |             |
|--|--------------|---------------|----------|---------------|------|-------------------|------|----------|--|------|-------|----------|--|------------|--|-----------------|--------------------|--------------|-----------|---------------|------|-----|--------------|------|-------------|--------------|-------------|
|  | M9           |               | M10      |               | Mll  |                   | M12  |          | M13  |      | M14   |          | M15  |            | M15.1  |                 | M16                | $\Box$       | M17       |               | M18  |     | M19          |      | M20         | 1            |             |
| ITEM   | MIO          |               | M11      |               | Ml2  | 1                 | M13  |          | M14  |      | M15   |          | M15.   | 1          | M16  |                 | M17                | - 1          | M18       |               | M19  |     | M20          |      | M21         |              |             |
| T T TTA  | 17/17/0      | 22            | 100      | 22            | IVLL | 22                | TATT | 22       | 1417.14  | 22   | 1711  | 22       |  | 22         |  | 23              |                    | 23           |           | 3             | WIZ  | 23  |              | 23   | 23          | +            |             |
| Gutien Janath miles (0.1)                                |              | 2.4           |          | ).7           |      | 5 1               |      | 0.9      |  | 1.7  |       | 0.8      |  | .6         |  | 2.0             | 10.                |              | 1.        |               | 7 ′  | 2.7 | 5            |      | 1.6         | +            |             |
| Section length, miles (0.1)                              | -            | 2.4<br>P      |          | D R           |      | <u> </u>          |      | D D      | -  | D D  |       | D D      | 4  | P          |  | D               | 10.                | <del>4</del> |           | R<br>R        | 6    | D D |              | D +  | 4-6<br>D    | +            |             |
| Class: Rural or Urban (R or U)                           |              | ĸ             |          | - К           |      | R                 |      | R.       |  | Л    |       | r,       |  | н          |  | _R              |                    | II.          |           | n             |      | R   |              | K.   | H.          | -            |             |
| Urban Area identification (name and code)                |              |               |          | -             |      | T2                |      |          |  |      |       |          |  |            |  | <del></del>     |                    |              |           | 7.7           |      | N   |              |      |             | -            |             |
| Location: Existing, new or toll (E, N or T)              |              | E             |          | E             |      | 上                 |      | E        |  | E    |       | <u>F</u> |  | <u>H</u> ) |  | _N              |                    | N            |           | N -           |      | N   |              | N    | N_          | +            |             |
| Mileage increment: Code 1, 2, 3 or 4                     | <b> </b>     | 1             |          | 1             |      | 1                 |      | 1        |  |      |       | 1        |  | 1          |  | 1               |                    | 1            |           | 1.            |      | 1   |              | 1    | 1           | $\bot$       |             |
| No. Lanes to be constructed this estimate                | ļ            | 2             |          | 0             |      | 2                 |      | 0        |  | 0    |       | 2        |  | 2          |  | 4               |                    | 4            |           | 4             |      | 4   |              | 4    | 4           | -            |             |
| No. Lanes to be improved this estimate                   |              | 2             |          | 4             |      | 2                 |      | 0        |  | 0    |       | 0        |  | 0          |  | 0               |                    | 0            |           | 0             |      | 0   |              | 0    | 0           | <del>-</del> |             |
| No. through traffic lanes                                |              | . 4           |          | 4             |      | 4                 |      | 4        |  | 4    |       | 4_       |  | 4          |  | 4               |                    | 4            |           | 4             |      | 4   |              | 4    | 4           |              |             |
| Status of improvement, October 31, 1969 (PR-511)         | 2a(          | 3)f           | la(1     | _)f           | 2a(  | 2)f               | la() | 1)f      | la(1   | 1)f  | 2a(   | (2)f     | 2a(2   | )p         | 2a(2   | q(9             | 4a()               | 3)           | 4a()      | )             | 4a   | (3) | 4a(          | 3) [ | 4a(3)       |              |             |
|  |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
|  |              |               |          |               |      |                   |      |          | ESTIMA   | ATED | COSTS | (\$1,    | ,000) A  | AND .      | NUMBER   | OF              | UNITS              | AND          | STRUCT    | URES          | 1    |     |              |      |             |              |             |
|  |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 | 1323V0 0 2 0 1 m 2 |              |           |               |      |     |              |      |             |              |             |
| Item No. From  |              |               |          | 1             |      | ĺ                 |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| Table C WORK CLASSIFICATION                              | Unit         | Str           | Unit     | Str           | Unit | Str               | Unit | Str      | Unit   | Str  | Unit  | Str      | Unit   | Str        | Unit   | Str             | Unit               | Str          | Unit S    | r             | Unit | Str | Unit S       | tr   | Unit St:    | ' Uni        | t Str       |
| 7. R.R. grade separation - Cost                          |              |               |          |               |      | T I               |      |          |  |      |       |          |  |            |  | $\neg \uparrow$ |                    |              |           |               |      |     |              |      |             |              |             |
| a. No. to be constructed                                 |              |               |          |               |      | <del></del>       |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      | T           | 1            |             |
| Cost   |              |               |          |               |      | — i               |      | 1        | ļ  |      | -     | L        |  |            |  | $\dashv$        |                    |              |           | _             |      |     | •            |      |             | 1            |             |
| b. No. in service or authorized - to be improved         | <del> </del> |               |          |               |      |                   | **** | ì        | ļ  |      |       | 1        |  |            | <del> </del>                                     |                 |                    |              |           |               |      |     |              |      |             |              |             |
| Cost   | 1            |               |          |               |      |                   |      | L        |  |      |       | L        | }  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| c. No. in service - cost = zero                          | 1            |               |          |               |      |                   |      | 1        | <del>                                     </del> |      |       | T        | -  |            | <del>                                     </del> | -               |                    |              |           |               |      |     |              |      |             |              |             |
|  |              |               |          |               |      |                   |      | I        |  |      |       | ├        |  |            | ╂──┼   |                 |                    |              |           |               |      |     |              | -    |             |              |             |
| d. No. in authorized status - cost = zero                |              |               |          |               |      |                   |      |          |  | _    |       |          |  |            |  |                 |                    |              |           | -             |      |     |              | -    |             | -            |             |
| 8. <u>Highway grade separations without ramps - Cost</u> |              | ļ             |          | ļ             |      |                   |      | ·        | ļ  |      | ļ,    |          | ļ  |            | Ļ,   |                 |                    |              |           |               |      |     | -            |      | -           |              |             |
| a. No. to be constructed                                 |              | ļ             |          |               |      | !                 |      | <u> </u> |  |      | ļ     | <u></u>  | <del>}</del>                                     | 2          |  |                 | L                  |              |           |               | 2    | 4   | 1            | 2    |             |              |             |
| Cost   |              | !             |          |               |      | 1                 |      |          | <u> </u>   |      |       |          | 12   | 0          | <u> </u>   | [               |                    |              |           |               | 2    | 30  | 11           | 9    |             |              |             |
| b. No. in service or authorized - to be improved         |              |               |          |               | 1    | 1                 |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| Cost   |              |               |          |               |      | 44                |      |          | <u> </u>   |      |       |          | <u> </u>   |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| c. No. in service - cost = zero                          |              |               | 1        | - 1           |      |                   |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| d. No. in authorized status - cost = zero                |              |               |          |               |      | ĺ                 |      |          |  |      |       |          |  |            |  |                 |                    |              | لأ النابي |               |      |     |              |      |             |              |             |
| 9. Interchanges - Cost                                   |              | ſ             |          |               |      | Ĭ                 |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             | 7            |             |
| a. No. to be constructed                                 |              | ĺ             |          | Ť             |      |                   |      |          | İ  |      |       |          |  |            | 1  | 2               |                    |              | 7         |               |      |     | 1            | 2    |             | Ti T         |             |
| Cost   |              | Í             |          | j             |      | Ť                 |      |          | 1  |      |       |          |  |            | 1.   | 15              |                    |              | 11        | 3             |      |     | 11           | 5    |             |              |             |
| b. No. in service or authorized - to be improved         |              |               |          |               |      | <u>'</u>          |      | Γ        | i  | i i  |       |          |  |            | 1  |                 |                    |              | Ť         |               |      |     | 1            |      |             |              |             |
| Cost   |              |               |          |               |      |                   |      | L        |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| c. No. in service - cost = zero                          |              | <del></del> ¦ | 7        | $\frac{1}{2}$ |      |                   | 7    | 2        | 1  | 1    |       |          |  |            |  |                 |                    |              |           |               |      |     | 1            |      | T           | -            | <del></del> |
| d. No. in authorized status - cost = zero                |              |               |          | -             |      |                   |      | ~        | +  | -    |       |          | <del>                                     </del> |            |  |                 |                    | $\dashv$     |           |               |      |     | <del> </del> |      |             | -            |             |
| 10. Other bridges and tunnels - Cost                     |              |               |          | - 1           | 1    |                   |      |          | 1  |      |       |          |  |            | 1  |                 |                    |              |           |               | -    | -   | -            |      | 1           | -            | <u> </u>    |
| a. No. to be constructed                                 |              |               | г        |               |      |                   |      |          |  |      |       | <u> </u> |  |            | 7  | 2               |                    |              |           | -             |      | 1   |              |      | - 1         | -            |             |
| Cost   |              |               |          | $\rightarrow$ |      |                   |      | l        | 1  |      |       | L        | <del>                                     </del> |            | 1  |                 |                    |              | 1         | -             |      |     | -            |      |             | _            |             |
|  | 1            |               | <u>-</u> |               |      |                   |      |          |  |      |       |          | <del>                                     </del> |            | 4  | 39              |                    |              |           |               |      | 1   |              |      | <del></del> | -            | -           |
| b. No. in service or authorized - to be improved         |              |               |          |               |      | $\longrightarrow$ |      |          |  |      |       | 3        | -  |            |  | -               | 1                  | -            |           | -+            |      | L   |              | -    |             | +-           |             |
| Cost   |              |               |          |               |      |                   |      |          |  |      |       | 248      |  |            |  |                 |                    |              |           |               |      | ,   |              |      |             |              |             |
| c. No. in service - cost = zero                          |              |               |          |               |      |                   | 1    | 2        |  |      |       |          |  |            |  |                 |                    |              |           | $\rightarrow$ |      | ↓   | igwdapprox   |      |             |              |             |
| d. No. in authorized status - cost = zero                |              |               |          |               |      |                   |      |          |  |      |       |          | L  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
|  |              |               |          |               |      |                   |      |          |  |      |       |          | , .  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
|  |              |               |          |               |      |                   |      |          | E  | STIM | ATED  | COSTS    | (\$1,0   | 000)       | AND N  | UMBE            | R OF R             | EST          | AREAS     |               |      |     |              |      |             |              |             |
| 13c. Rest Areas - Cost                                   |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |
| a. No. to be constructed                                 |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 | 2                  |              |           |               |      |     |              |      | 2           |              |             |
| Cost   |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 | 175                |              |           |               |      |     | t            |      | 175         |              |             |
| b. No. in service or authorized - to be improved         |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 | 11/                |              |           |               |      |     | <del> </del> |      |             |              |             |
| Cost   |              | -             |          |               |      |                   |      |          |  |      |       |          |  |            | -  |                 | -                  |              |           | +             |      | -   |              |      |             |              |             |
|  |              |               |          |               |      |                   |      |          |  |      |       |          | -  |            |  |                 |                    |              |           |               |      |     |              |      |             | -            |             |
| c. No. in service - cost = zero                          |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     | -            |      |             |              |             |
| d. No in authorized status - cost = zero                 |              |               |          |               |      |                   |      |          |  |      |       |          |  |            |  |                 |                    |              |           |               |      |     |              |      |             |              |             |

INTERSTATE ROUTE NO. 90
Sheet 12 of 12 Sheets

|   | SUBTOTAL    |       |  |          |  |         |  |     |                |       | ESTIMATE SECTION & FINANCE CODE |         |  |  |  |       |       |       |          |          |              |        |  |              |               |          |          |
|---|-------------|-------|--|----------|--|---------|--|-----|----------------|-------|---------------------------------|---------|--|--|--|-------|-------|-------|----------|----------|--------------|--------|--|--------------|---------------|----------|----------|
|   |             | Danie |  |          | TOTAL  | T FOR   | Γ  |     |                |       |                                 |         | 1  |  | <u> </u>   | 1101  | OODL  |       |          |          |              | $\neg$ |  |              |               |          |          |
| ITEM  | RUF         | RAT.  | URE  | RΔM      | ROU  |         |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              |               | - 1      |          |
|   | 1.01        |       | - 010  | /141     | 100  | <u></u> |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          | _            | _      |  |              |               | 1        |          |
| Section length, miles (0.1)   | 52          | 27.1  | 7  | 5.3      | 5,   | 42.4    | <del>                                     </del> |     |                |       |                                 |         |  |  |  |       |       |       |          |          | <del></del>  |        |  |              |               |          |          |
| Class: Rural or Urban (R or U)  |             | J     | -  |          |  |         |  |     |                |       |                                 |         |  |  |  |       |       |       | _        |          |              |        |  | 1            |               |          |          |
| Urban Area identification (name and code)                                       |             |       |  |          | <b> </b>   | _       |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              |               |          |          |
| Location: Existing, new or toll (E, N or T)                                     | <u> </u>    |       |  |          |  |         |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              |               |          |          |
| Mileage increment: Code 1, 2, 3 or 4  |             |       |  |          |  |         |  |     |                |       |                                 |         |  |  |  |       |       |       | _        |          |              | $\neg$ |  |              |               |          |          |
| No. Lanes to be constructed this estimate                                       | 1           |       |  |          |  |         |  |     |                |       |                                 |         |  | -  |  | 1     |       |       |          |          | -            |        | •  |              |               |          |          |
| No. Lanes to be improved this estimate  |             |       |  |          |  |         |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              | $\neg$ |  |              |               |          |          |
| No. through traffic lanes   |             |       |  |          |  |         |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              |               |          |          |
| Status of improvement, October 31, 1969 (PR-511)                                | 1           | _     |  |          | 1  |         | <del></del>                                      |     |                |       |                                 |         | <del>                                     </del> |  |  |       |       |       |          |          | -            |        |  |              |               |          |          |
| bounds of improvement, october of, 1707 (in our                                 | 1           |       |  |          | <u> </u>   |         | <b>!</b>   |     | L              |       |                                 |         | <del></del>                                      |  | l  |       |       |       | l.       |          |              |        |  |              |               |          |          |
|   |             |       |  |          |  |         |  | 1   | F.STTM.        | ראַד∆ | വരസഭ                            | (\$1    | 0001   | ΔΝΤ  | NUMBEF   | स∩ इ  | питте | ΔND   | CTRIC    | ਸ਼ਵਾਸ਼ਾਆ | S            |        |  |              |               |          |          |
|   |             |       |  |          |  |         |  | •   |                |       | OODIL                           | , (φ.τ. | ,000,  | MIND   | MOMENT   | t OI  | ONTIO | עווער | DITIOC   | 1010     | O            |        |  |              |               |          |          |
| Item No. From   |             |       |  |          |  |         |  |     |                |       |                                 |         | Τ  |  |  |       |       |       |          |          |              | $\neg$ |  |              |               |          |          |
| Table C WORK CLASSIFICATION   | Unit,       | Str   | Unit   | Str      | Unit   | Str     | Unit   | Str | Unit           | Str   | Unit                            | Str     | Unit   | Str  | Unit   | Str   | Unit  | Str   | Unit     | Str      | Unit S       | tr     | Unit   | Str          | Unit          | Str      | Unit Str |
| 7. R.R. grade separation - Cost   |             |       |  |          | <del>                                     </del> |         |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              | $\neg$ |  |              |               |          |          |
| a. No. to be constructed  | 8           | 16    |  |          | 8  | 16      |  |     |                |       |                                 |         | <del> </del>                                     | 1  | ı  |       |       |       |          |          |              |        | T  |              |               |          |          |
| Cost  | <del></del> | 3619  |  |          | -  | 3619    |  |     | <b> </b>       |       |                                 | <b></b> | <del>                                     </del> |  | L  |       |       |       |          |          |              |        |  |              |               |          |          |
| b. No. in service or authorized - to be improved                                | ,           | 0 019 |  |          | ,  | 8       |  |     |                |       |                                 | r       | <del> </del>                                     |  |  |       |       |       |          |          |              |        |  |              |               |          |          |
| Cost  | 1-4         | 742   |  |          | 1-4-1  | 742     |  | L   |                |       |                                 | ·       | -  | J  |  | i     |       |       |          |          |              | {      |  | ·            |               |          |          |
| c. No. in service - cost = zero   | 15          | 28    | 7 1  | 2        | 16   | 30      |  |     |                |       |                                 |         | <del>                                     </del> |  | 1  |       |       |       |          |          |              |        |  |              |               |          |          |
| d. No. in authorized status - cost = zero                                       | 1.          | 7     | 2  | 3        | 6  | 10      |  |     |                |       |                                 | -       | <del> </del>                                     | <del>                                     </del> | i  |       |       |       |          |          |              |        |  |              |               |          |          |
| 8. Highway grade separations without ramps - Cost                               |             | ,     | ~  |          | - I  | 10      |  |     | <u> </u>       |       |                                 |         |  |  |  |       |       |       | $\vdash$ |          |              |        |  |              | <b> </b>      |          |          |
| a. No. to be constructed  | 21          | 37    |  |          | 21   | 37      |  |     | } <sub>1</sub> |       |                                 | <u></u> | <del> </del>                                     | ĺ .  | <del></del> -                                    |       |       |       |          |          |              |        |  |              |               |          |          |
| Cost  |             | 2454  |  |          | ~  | 2454    |  |     | <u> </u>       |       |                                 |         | <del> </del>                                     | 1  | ļ  |       |       |       |          |          |              |        |  |              |               |          |          |
| b. No. in service or authorized - to be improved                                | 11          | 19    |  |          | 177  | 19      |  |     | i i            |       |                                 |         | <del> </del>                                     | <del> </del>                                     | <del>                                     </del> |       |       |       |          |          |              | ¦      |  |              |               |          |          |
| Cost  | <u> </u>    | 582   |  |          |  | 582     |  |     | <u> </u>       |       |                                 |         | ┼──  |  | <del>                                     </del> |       |       |       | -        |          |              |        |  | L            |               |          |          |
| c. No. in service - cost = zero   | 30          |       | 3  | 1.       | 33   | 58      | -  |     |                |       |                                 |         | <del> </del>                                     | 1  |  | i     |       |       |          |          |              |        |  |              |               |          |          |
| c. No. in authorized status - cost = zero                                       | 14          | 25    |  | 4        | 14   | 25      |  |     |                |       |                                 |         |  | -  | <del></del>                                      |       |       | ,     |          |          |              |        |  |              |               |          |          |
| 9. Interchanges - Cost  | <u> ++</u>  | ~,    |  |          | <u> </u>   | ~/      |  |     |                |       |                                 |         |  |  | <u> </u>   |       | - 1   | •     |          |          |              |        |  |              | <del></del>   |          | -        |
| a. No. to be constructed  | 35          | 58    |  |          | 35   | 58      | -  |     |                |       | _                               |         | <del>                                     </del> | r  | i i  |       | Т     | -     |          |          |              |        |  | ·            |               |          |          |
| Cost  |             | 4402  |  |          |  | 4402    | }  |     | J              |       |                                 |         | -  |  | <del>├</del> ─── <del>╽</del>                    |       |       |       |          |          |              |        |  |              |               |          |          |
| b. No. in service or authorized - to be improved                                | <del></del> | -     |  |          | 1 1  | 6       |  |     | -              |       |                                 |         | -  | 1  |  |       |       | -     |          |          | <del>-</del> |        |  |              |               |          |          |
| Cost Cost   | 4           | 271   |  |          | 4-4  | 271     |  |     |                |       | -                               |         |  |  | <del> </del>                                     |       |       |       |          | ·        |              |        |  | <u> </u>     |               |          |          |
| c. No. in service - cost = zero   | 42          | 68    | 6  | 13       | 48   | 81      |  |     | 1              |       |                                 |         |  |  | }  |       | T     |       |          |          |              |        |  | Γ            |               |          |          |
|   | 6           | ç     | 7  | <u> </u> | 7  | 10      | , , , ,  |     |                |       |                                 |         |  | -  |  |       |       |       |          |          |              | -      |  |              | -             | <b></b>  |          |
| d. No. in outhorized status - cost = zero  10. Other bridges and tunnels - Cost | Ö           | O     |  | 2        | /  | 70      |  |     |                |       |                                 | _       |  |  |  |       |       |       |          |          |              |        |  | 1            |               |          |          |
| a. No. to be constructed  | 20          | 57    |  |          | 30   | 57      |  |     | -              |       |                                 |         |  |  |  |       | T     |       |          |          |              |        |  |              | -             |          |          |
| Cost  |             | 4247  |  |          |  | 1247    |  |     |                |       | -                               | -       |  |  |  |       |       |       |          |          |              |        | -  |              |               |          |          |
| b. No. in service or authorized - to be improved                                |             | 15    | J  |          | 7  |         |  |     |                |       |                                 |         |  |  |  |       | -     | -     |          |          |              |        | -  |              |               |          |          |
| Cost  |             | 4187  |  |          |  | 187     |  |     |                |       | -                               | -       |  |  | -  | -     |       |       |          |          | -            | -      | <del>                                     </del> | ٠            |               |          |          |
| c. No. in service - cost = zero   | 24          | 4107  | 2  | 77       | 27   | 54      |  |     |                | -     |                                 |         |  |  |  |       |       |       |          |          |              | -      |  |              | <b>—</b>      |          |          |
| d. No. in authorized status - cost = zero                                       | 77          | 19    | <del>-                                    </del> | - (      | 11   | 19      |  |     |                |       |                                 |         | 1  |  |  |       |       |       |          | -        |              |        | <b></b> -  | <del> </del> | <del>  </del> |          |          |
| d. No. In authorized Status - Cost - Zero                                       |             | 7.7   |  |          | TT   | 7.7     |  |     |                |       |                                 | -       | -  | _  |  |       |       |       |          |          |              |        | 1  | J            |               | <u> </u> |          |
|   |             |       |  |          |  |         |  |     | ī              | STIM  | ΔΤΕΌ                            | COSTS   | 3 (\$1   | 000)   | AND N  | TAMIT | R OF  | REST  | ARFA     | 3        |              |        |  |              |               |          |          |
| 13c Rest Areas - Cost   | -           |       |  |          | T  |         |  |     |                |       |                                 | OODIL   | T  | ,000)  | 1110   |       | 01 .  |       | THE COME |          |              |        | τ  |              |               |          |          |
|   | -           | 7.0   |  |          |  | 7.0     |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              | -             |          |          |
| a. No. to be constructed  |             | 19    |  |          | _  | 19      |  |     |                |       |                                 |         |  |  |  |       |       |       |          | -        |              |        |  |              |               |          |          |
| Cost  |             | 712   |  |          | 1  | 712     |  |     |                |       |                                 |         |  |  |  |       |       |       |          |          |              |        |  |              | -             |          |          |
| b. No. in service or authorized - to be improved                                | <b>-</b>    | 4     |  |          |  | 4       |  |     |                |       |                                 |         | -  |  |  |       |       |       | -        |          |              |        |  |              | -             |          |          |
| Cost  | -           | 123   |  |          | <b>!</b>   | 123     |  |     |                |       |                                 |         | 1  |  |  |       |       |       |          |          |              |        |  |              | -             |          |          |
| c. No. in service - cost = zero   |             | 6     |  |          |  | 6       |  |     |                |       |                                 |         |  |  |  |       |       |       | -        |          |              |        |  |              | 1             |          |          |
| d No. in authorized status - cost = zero  | L           |       |  |          | L  |         |  |     |                |       |                                 |         | <u></u>  |  |  |       |       |       |          |          |              |        |  |              |               |          |          |

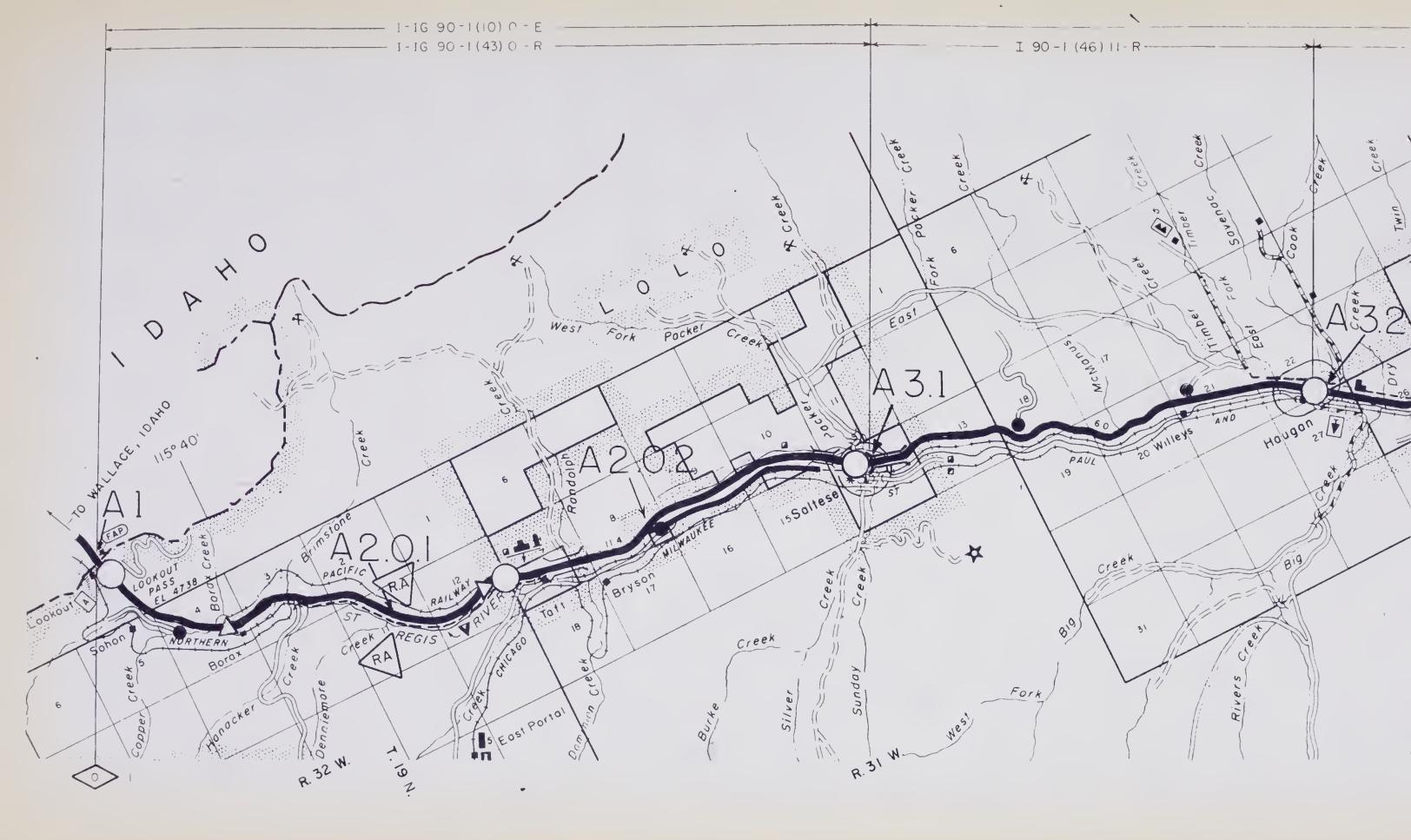
STATE MONTANA

State Highway Engineer
Title

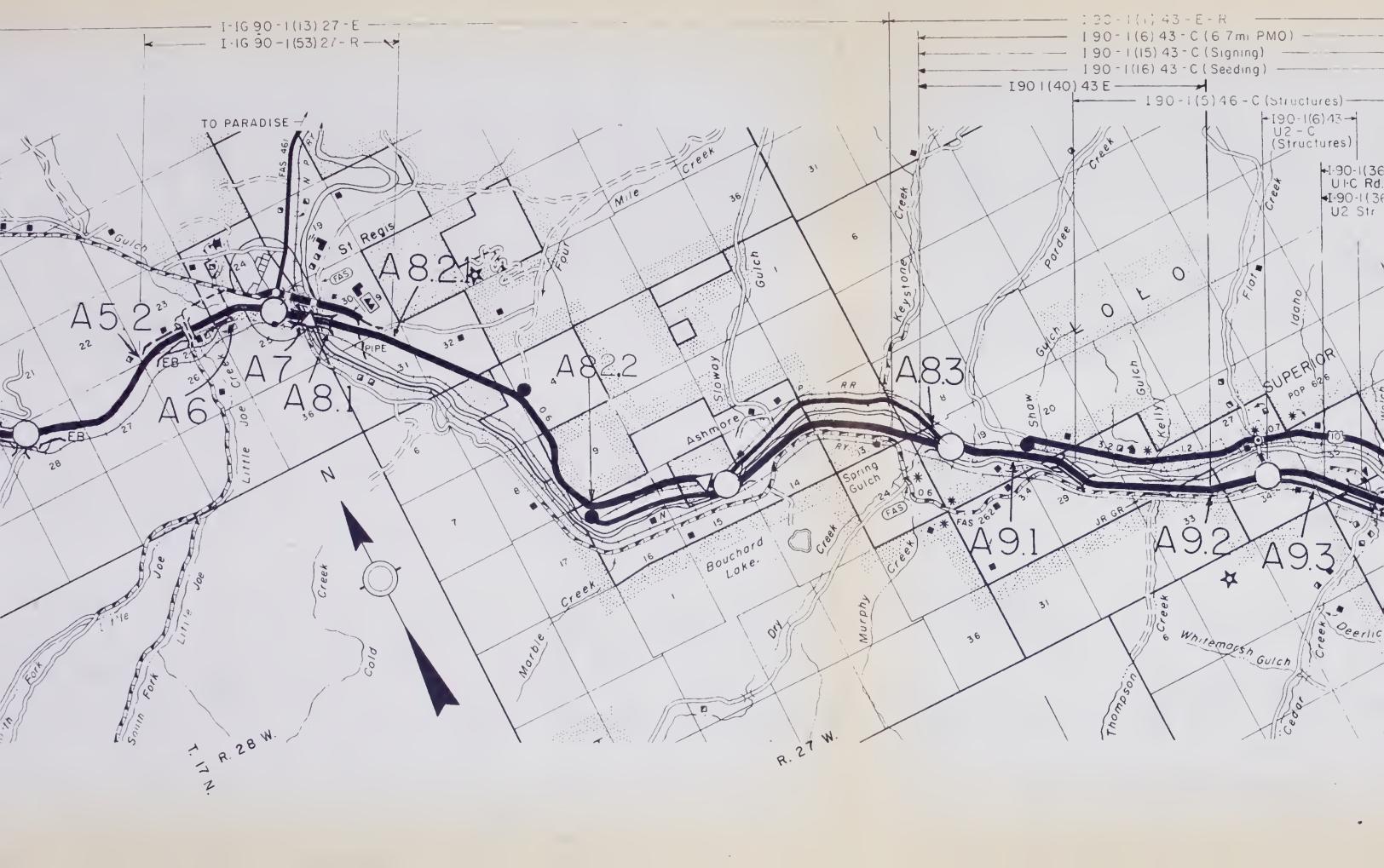
March 1, 1970 Date

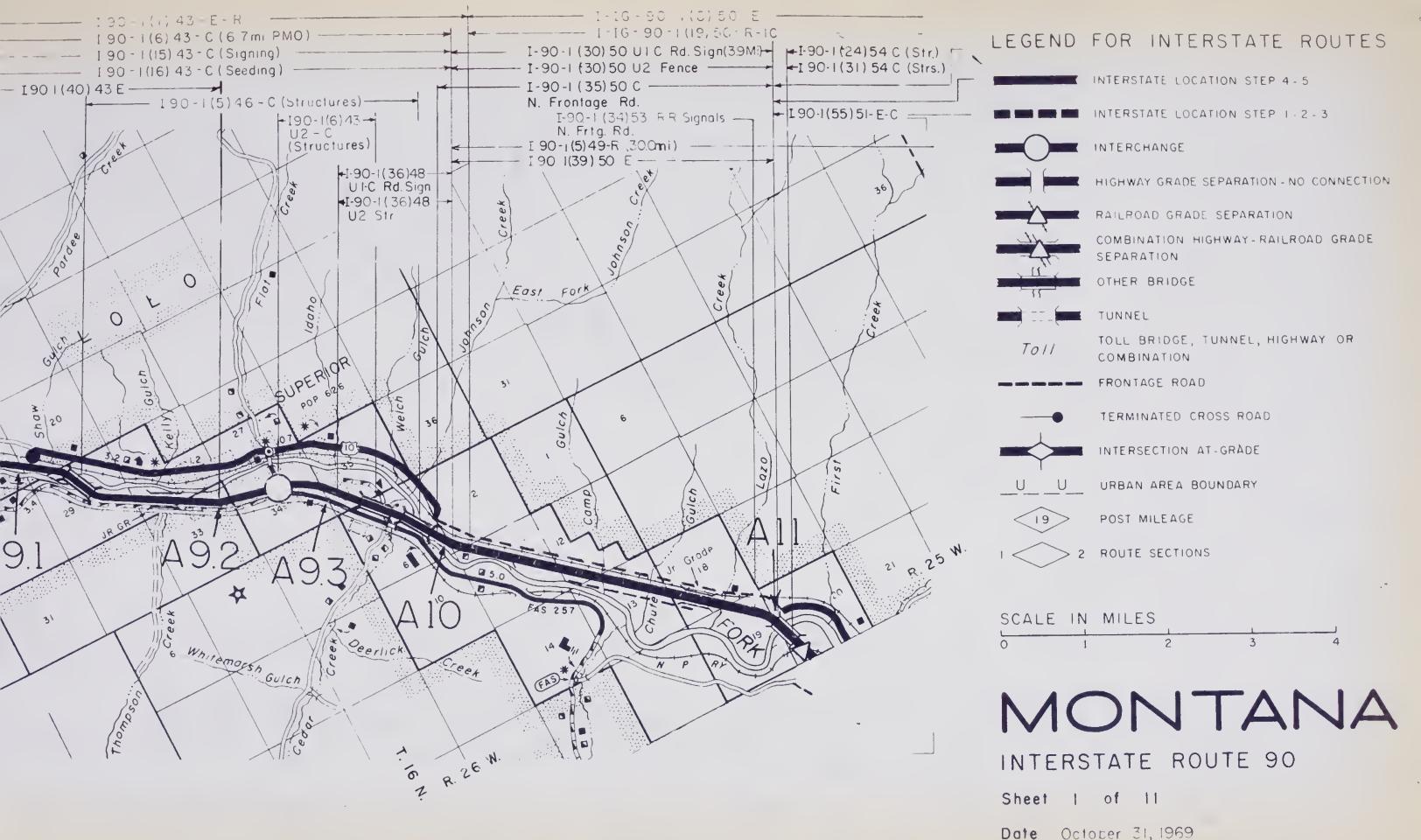
Division Engineer Title

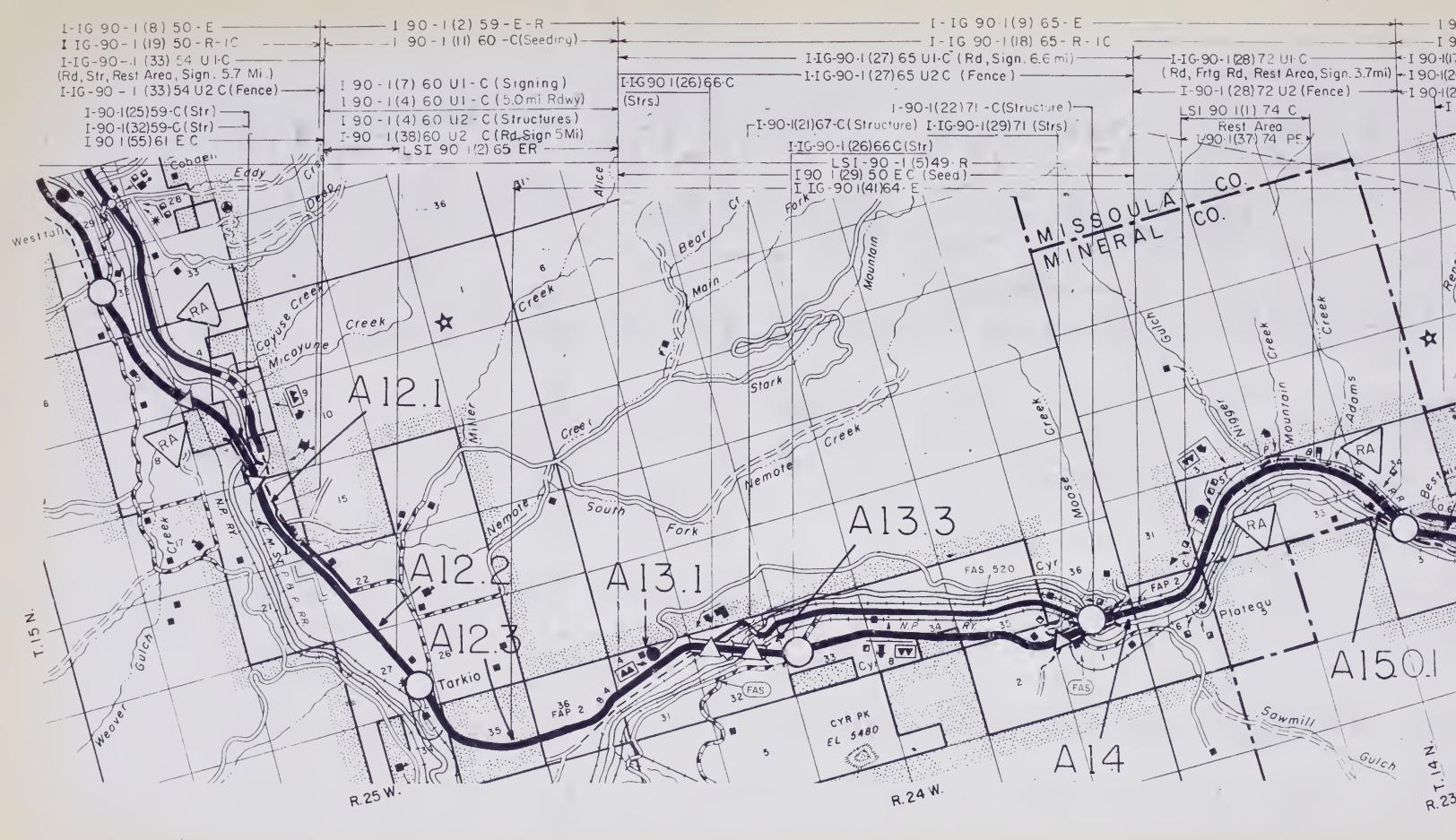
March 1, 1970 Date

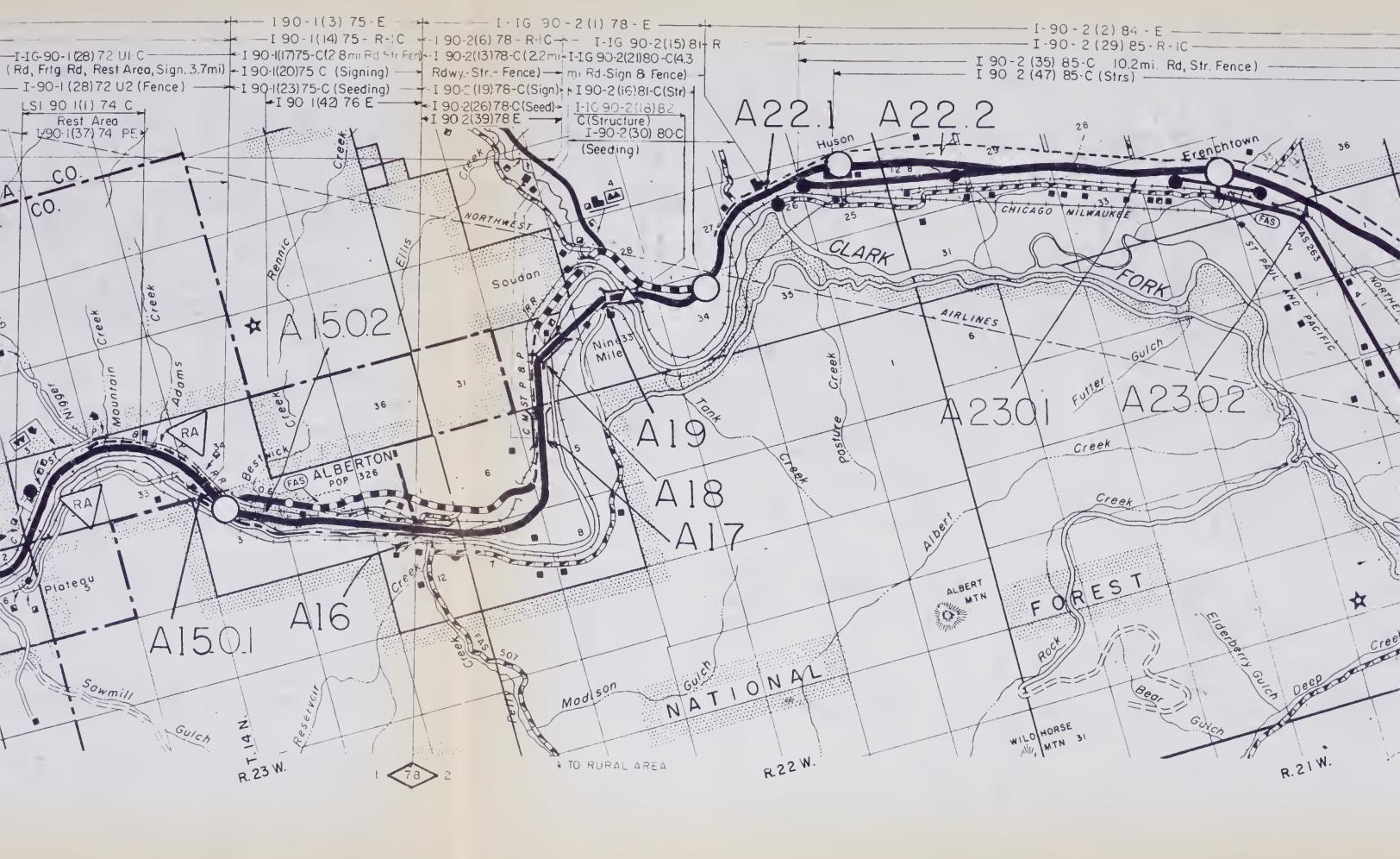


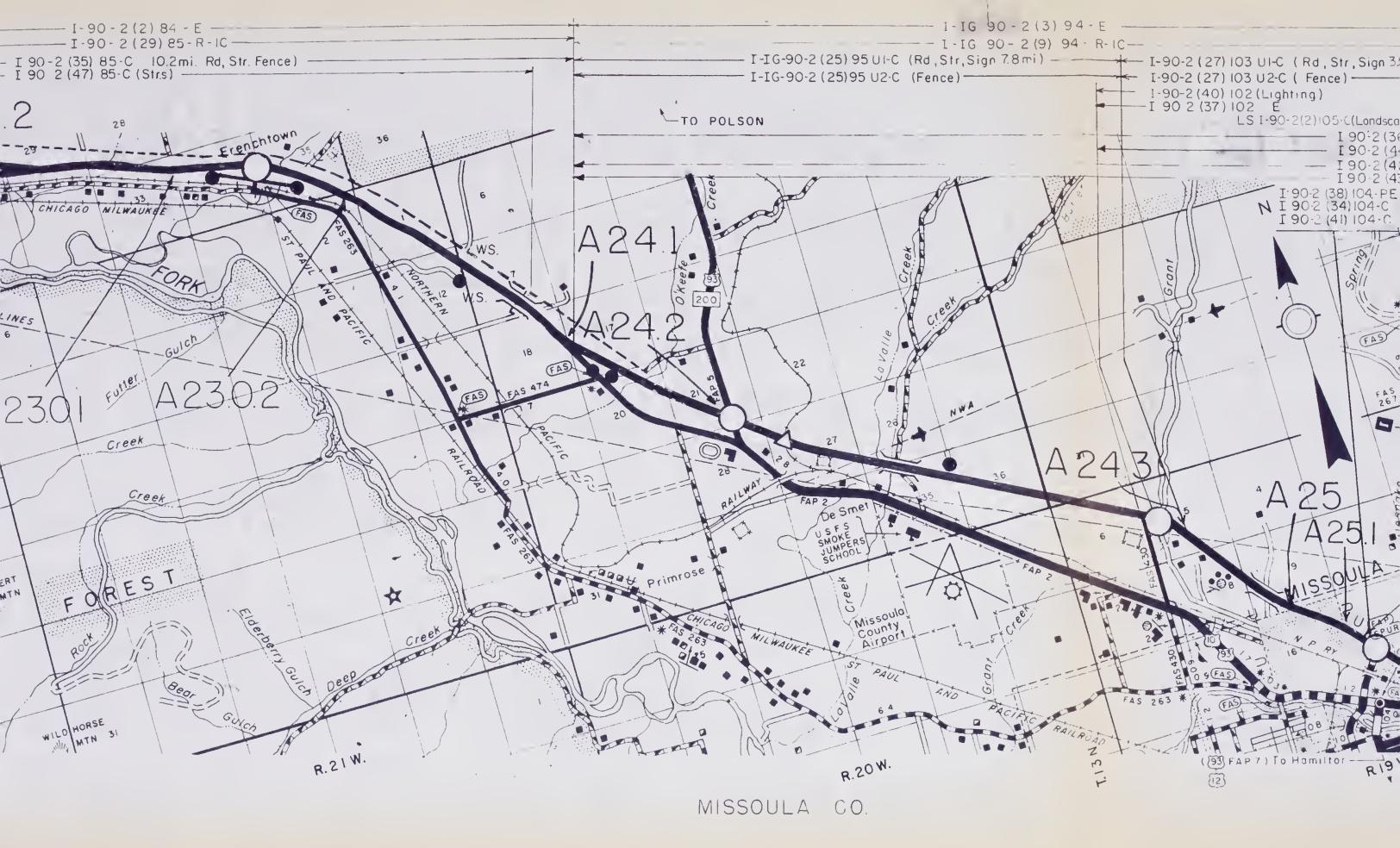


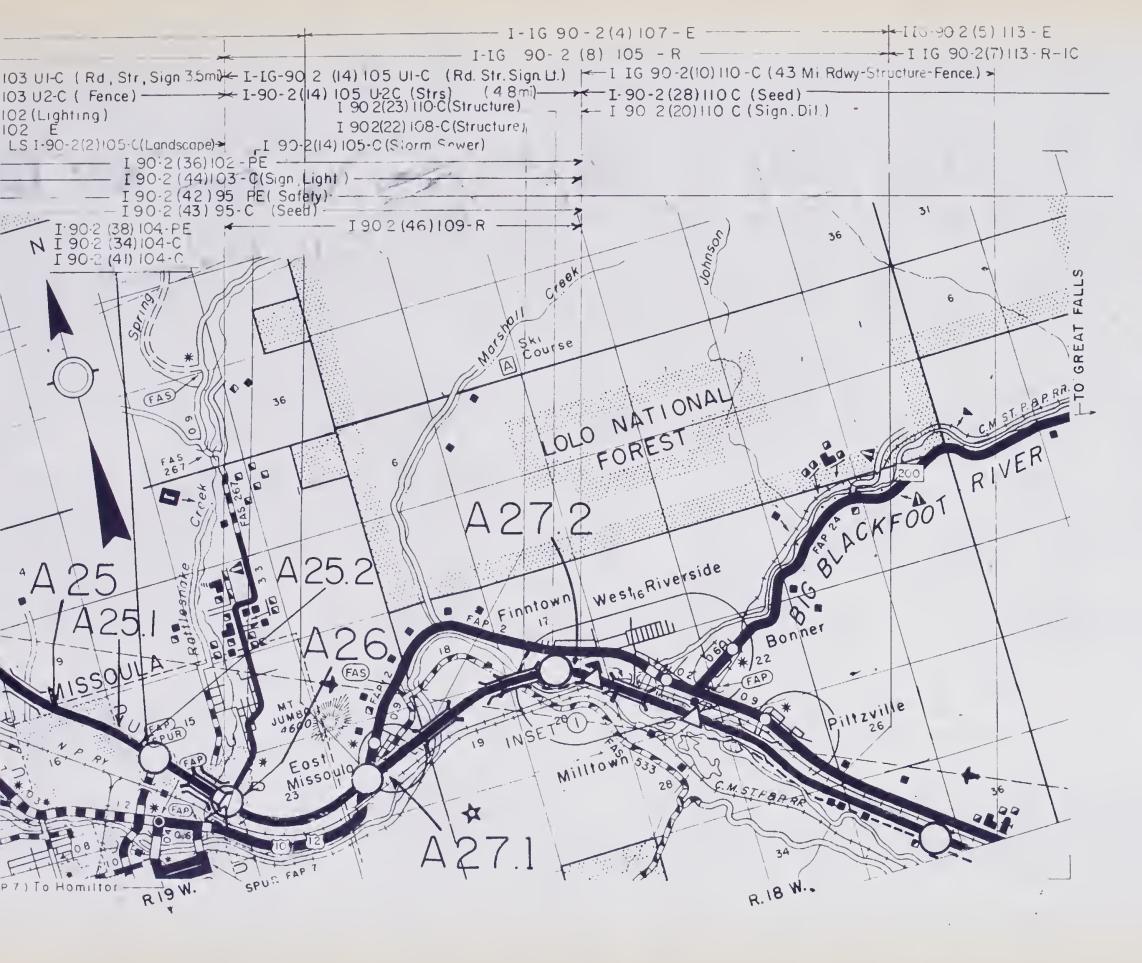


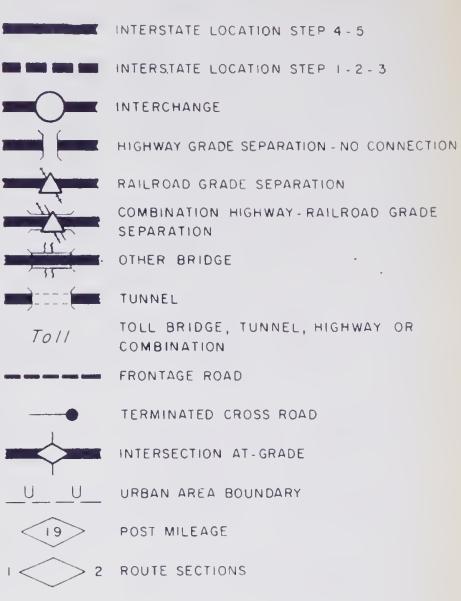


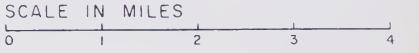








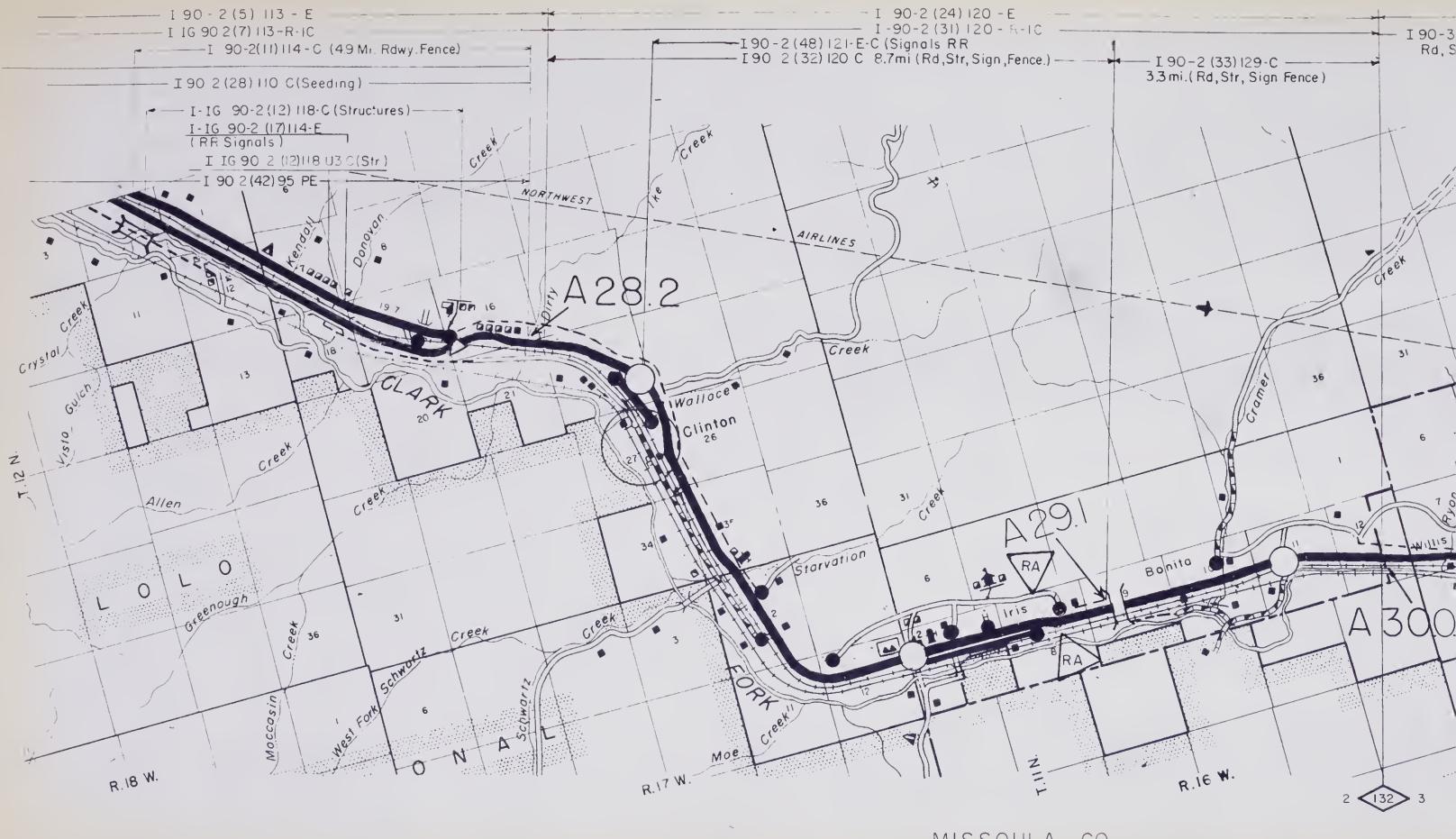


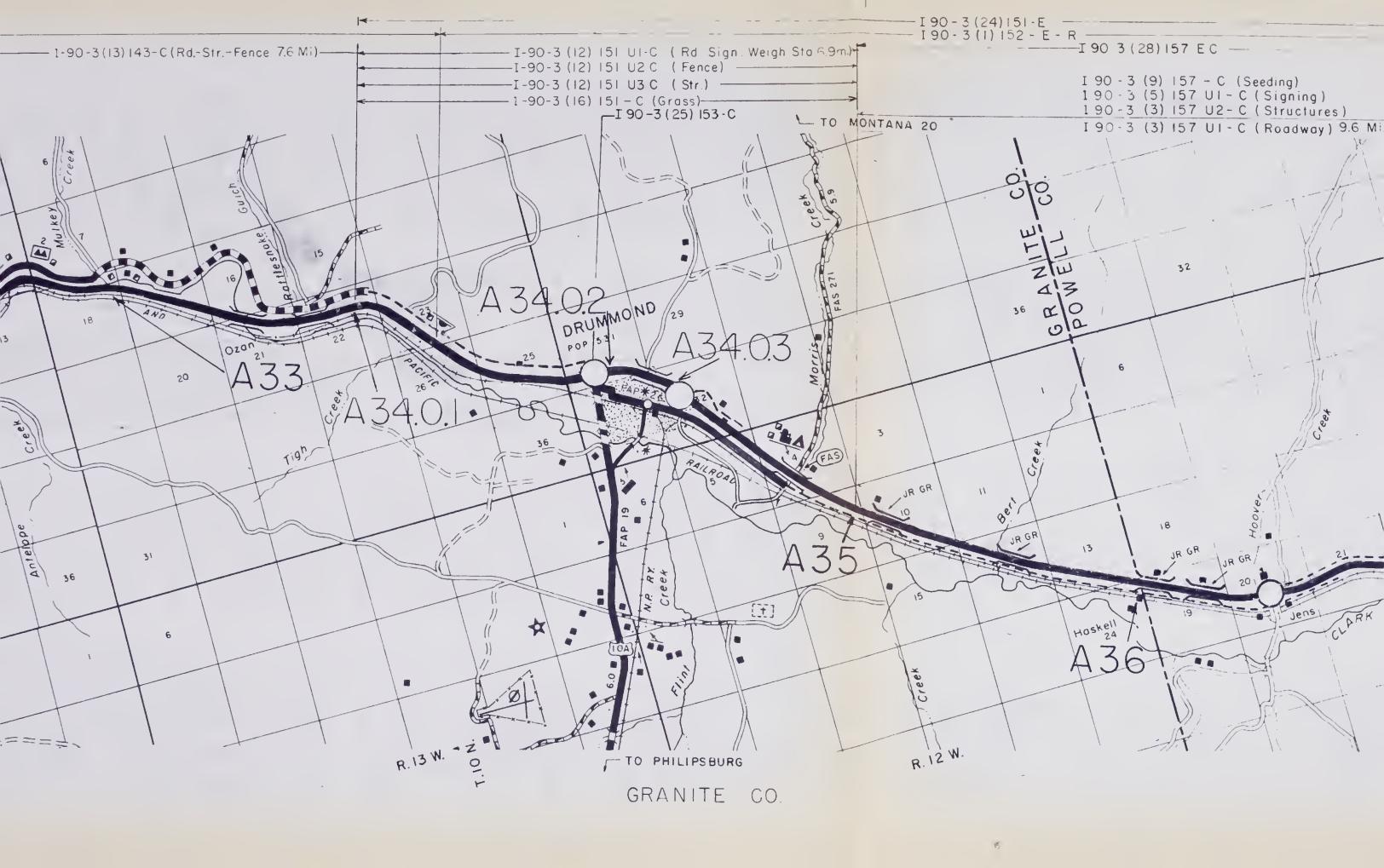


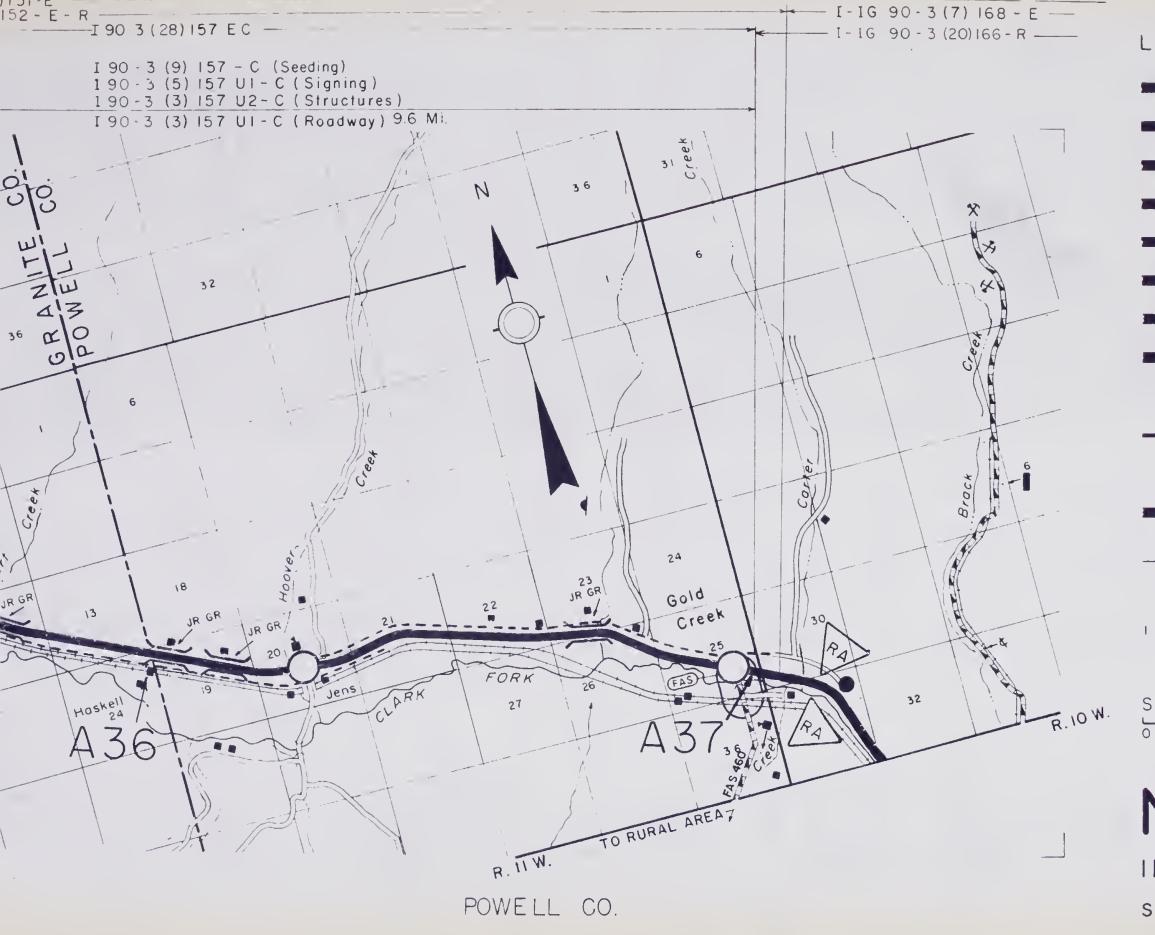
## MONTANA

INTERSTATE ROUTE 90

Sheet 2 of 11







INTERSTATE LOCATION STEP 4 - 5

INTERSTATE LOCATION STEP 1-2-3

INTERCHANGE

HIGHWAY GRADE SEPARATION - NO CONNECTION

RAILROAD GRADE SEPARATION

COMBINATION HIGHWAY-RAILROAD GRADE SEPARATION

OTHER BRIDGE

TUNNEL

To11

TULL BRIDGE, TUNNEL, HIGHWAY OR

COMBINATION

FRONTAGE ROAD

TERMINATED CROSS ROAD

INTERSECTION AT-GRADE

U U URBAN AREA BOUNDARY

POST MILEAGE

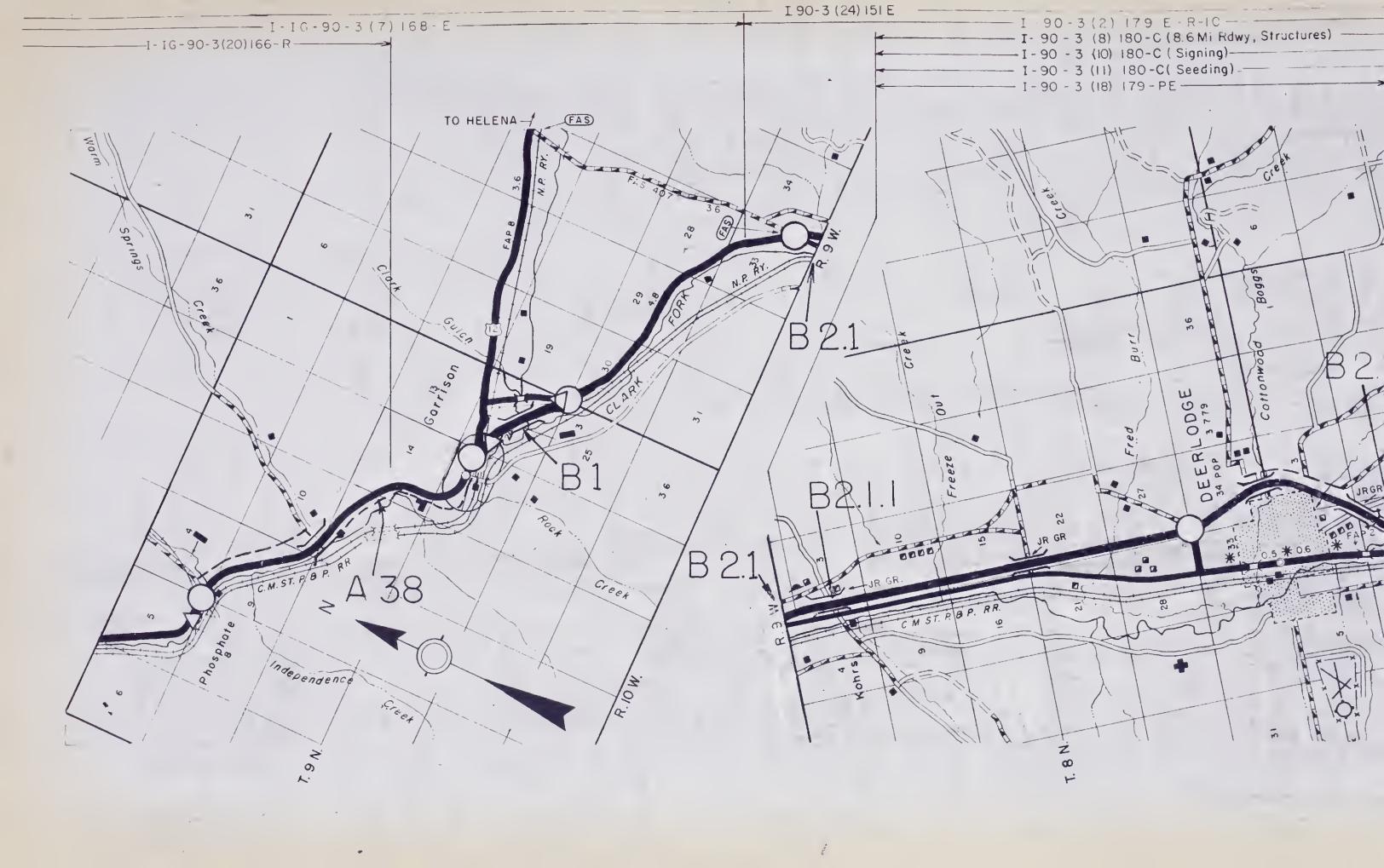
2 ROUTE SECTIONS

SCALE IN MILES
0 1 2 3 4

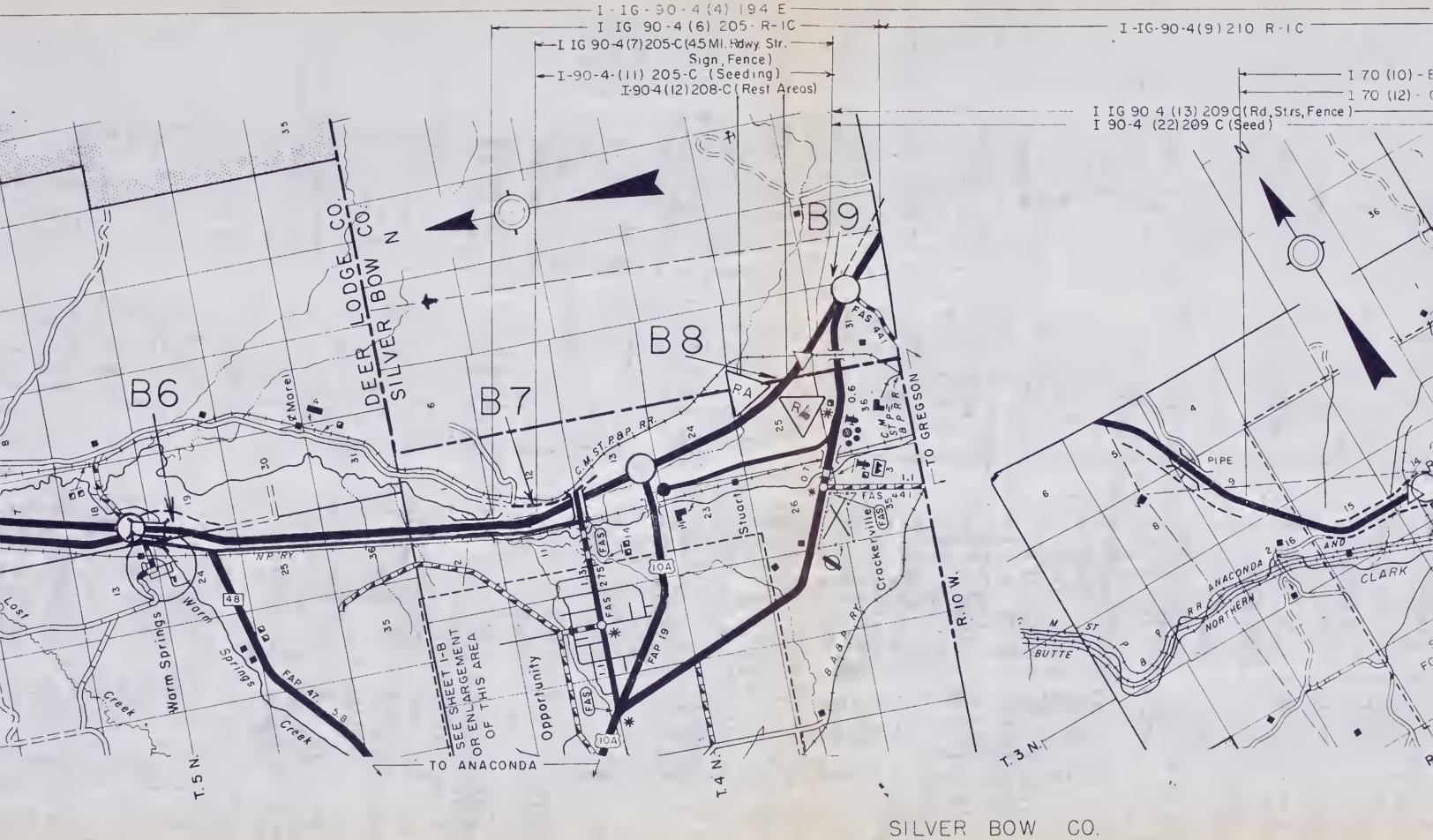
## MONTANA

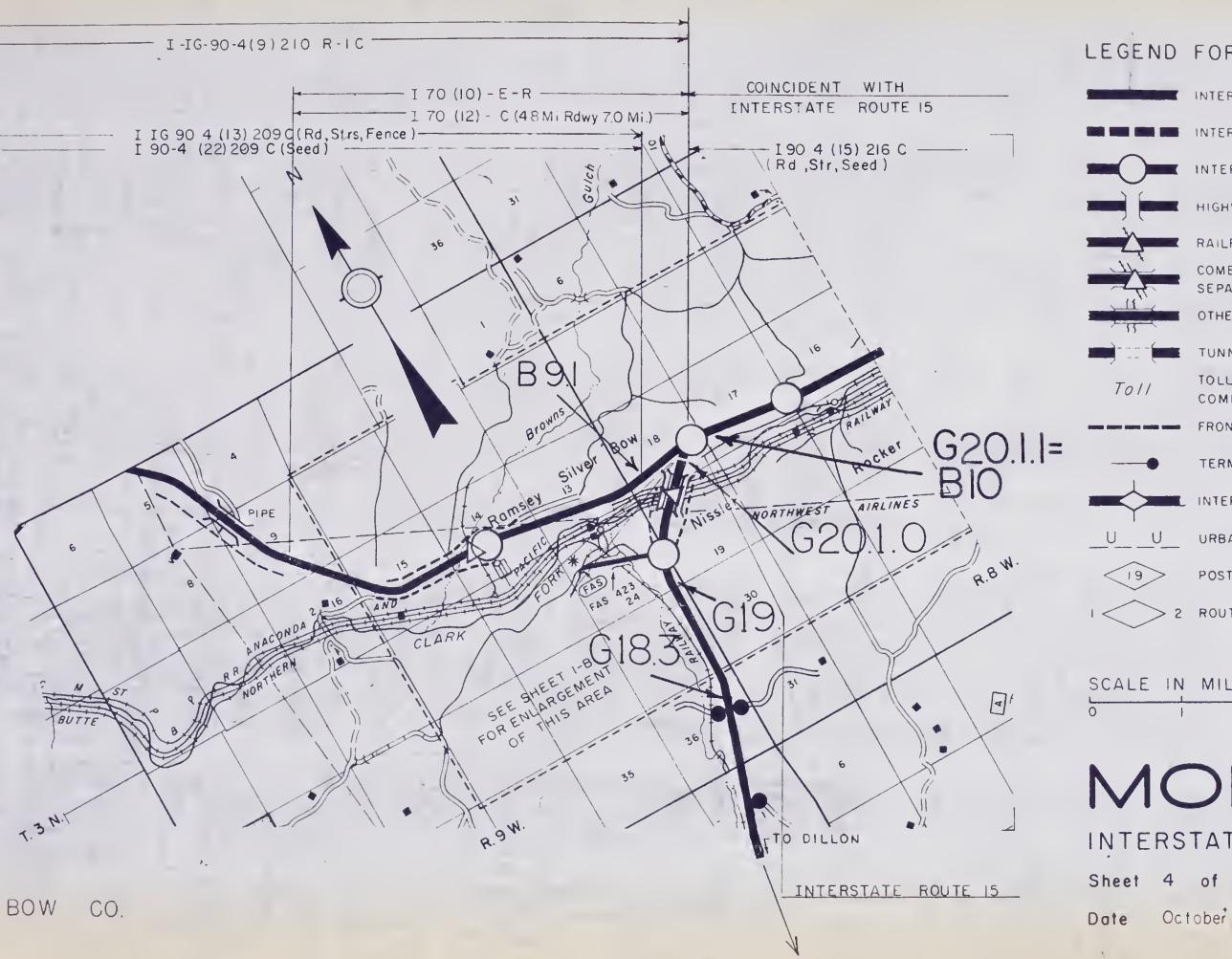
INTERSTATE ROUTE 90

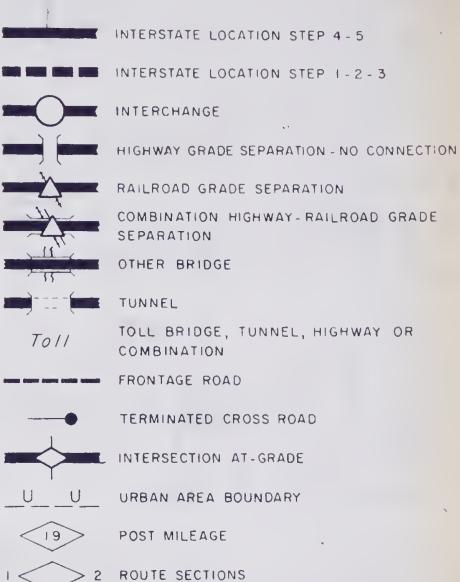
Sheet 3 of 11

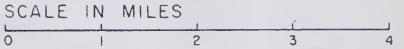








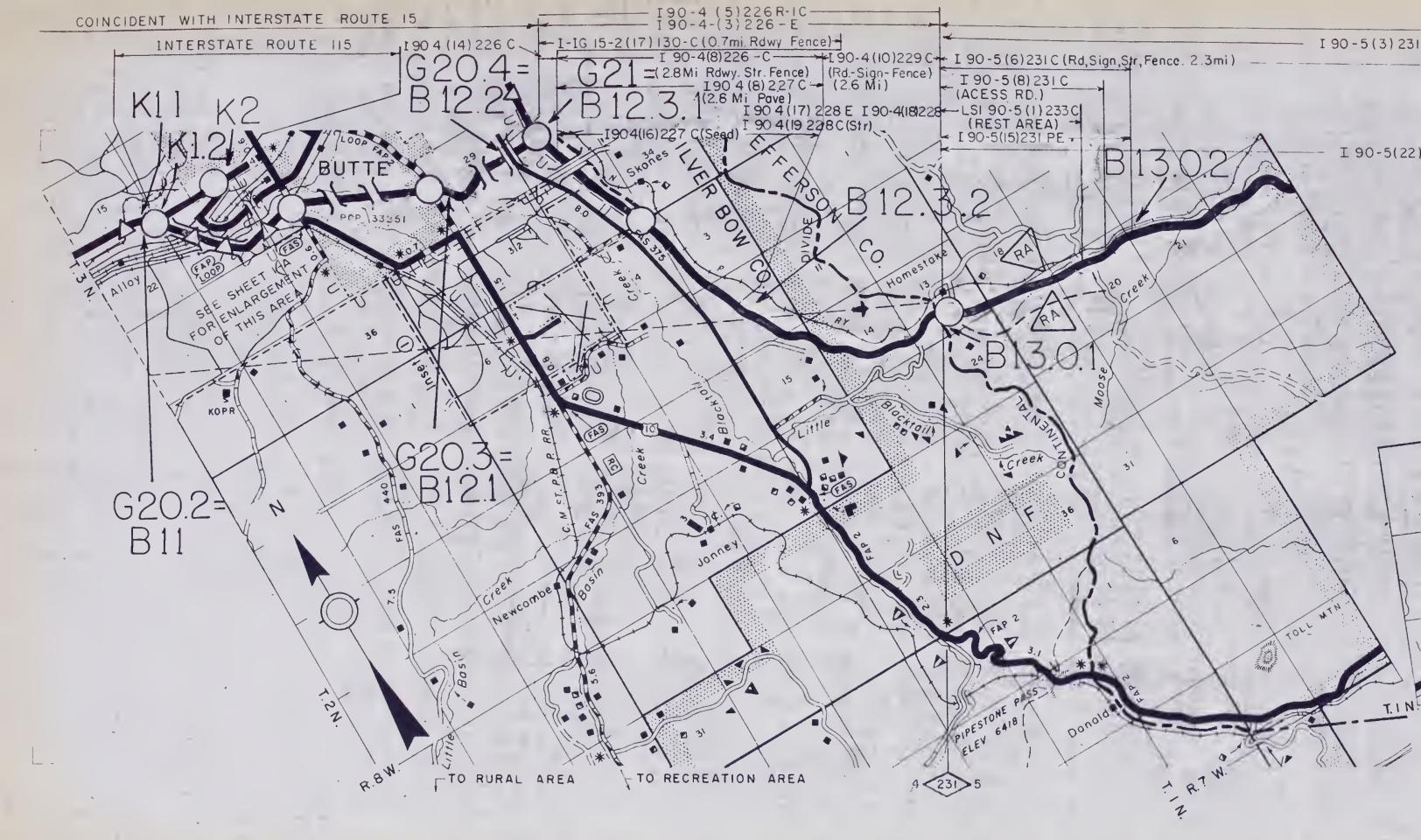


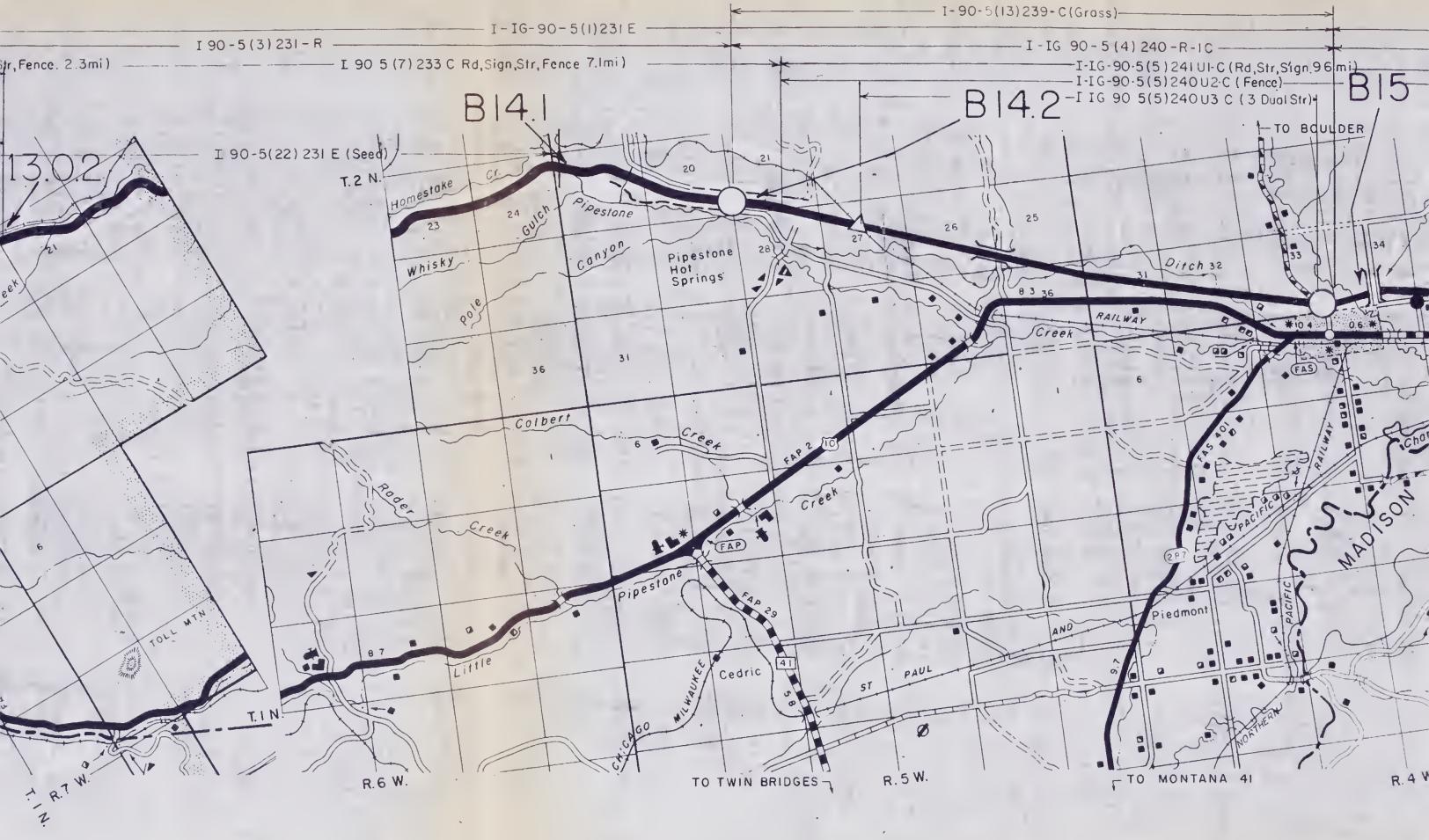


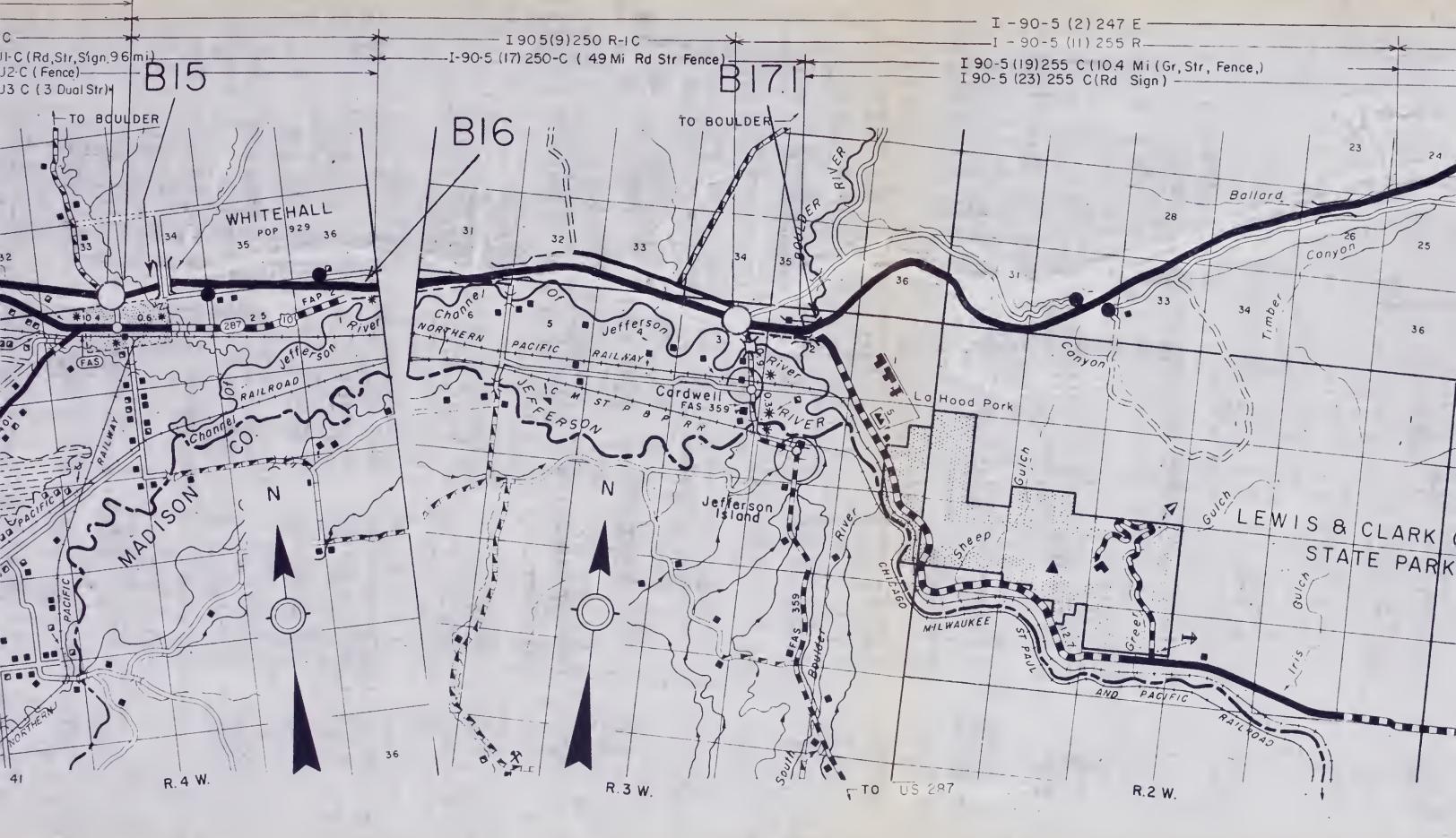
## MONTANA

INTERSTATE ROUTE 90

Sheet 4 of 11

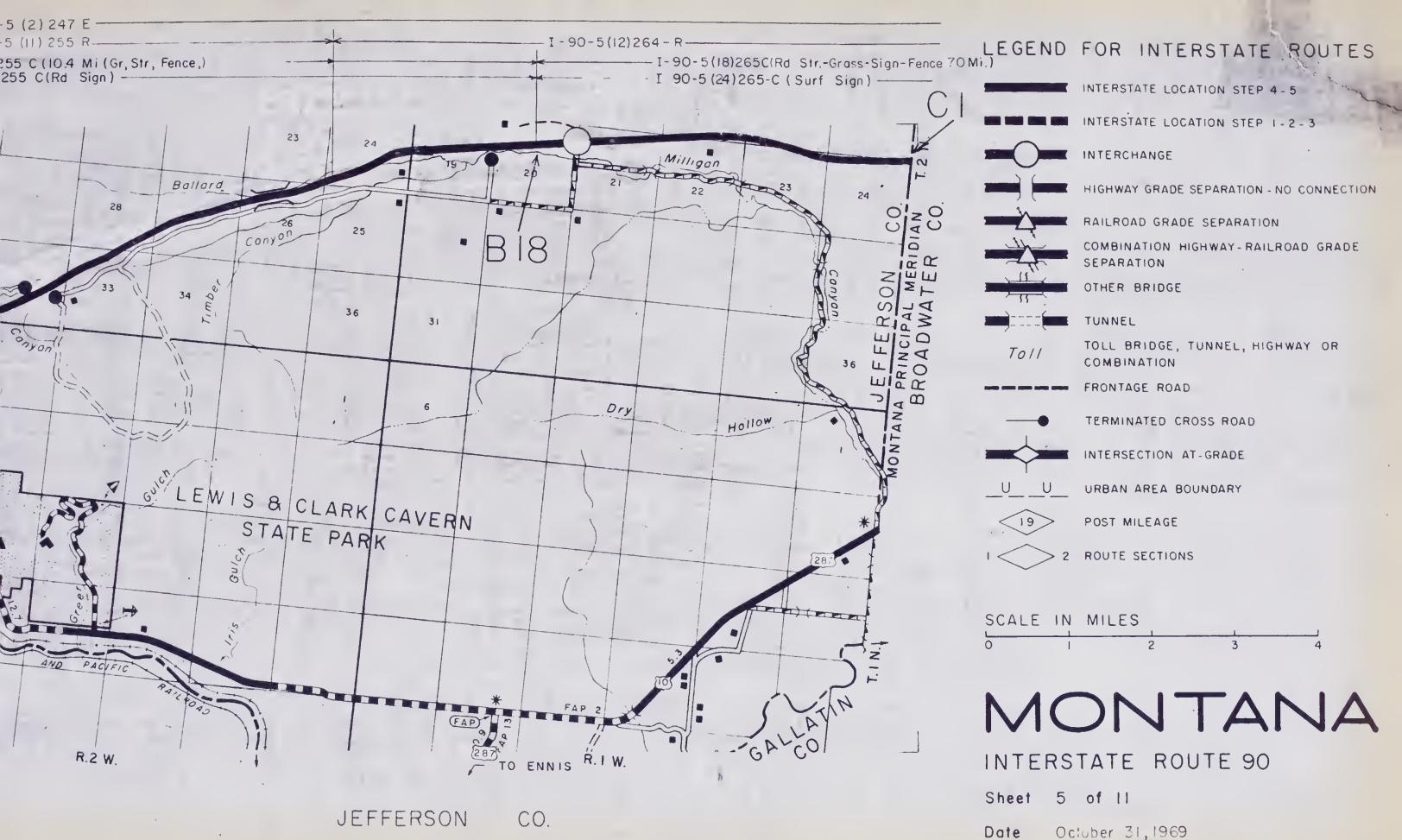


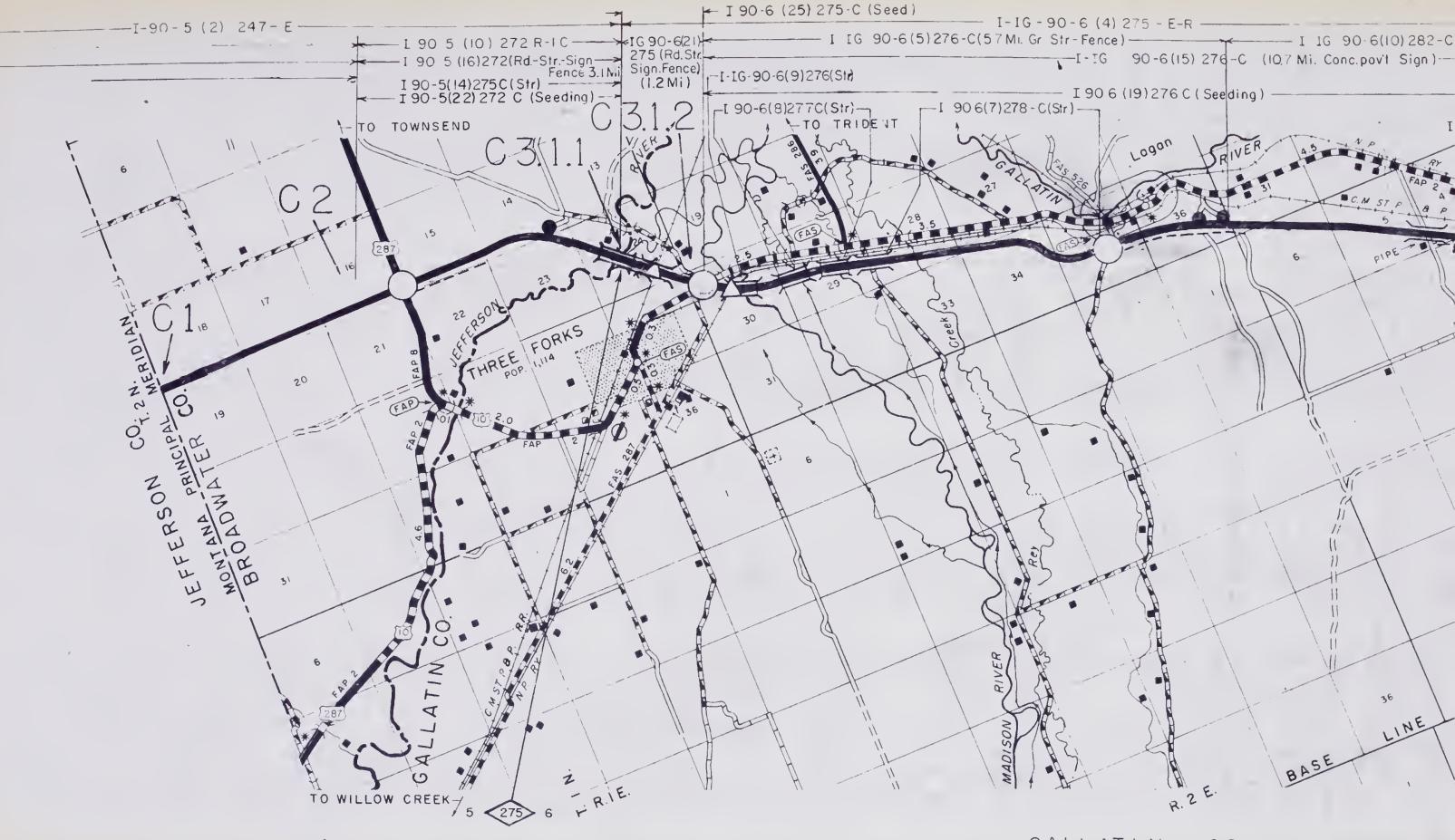




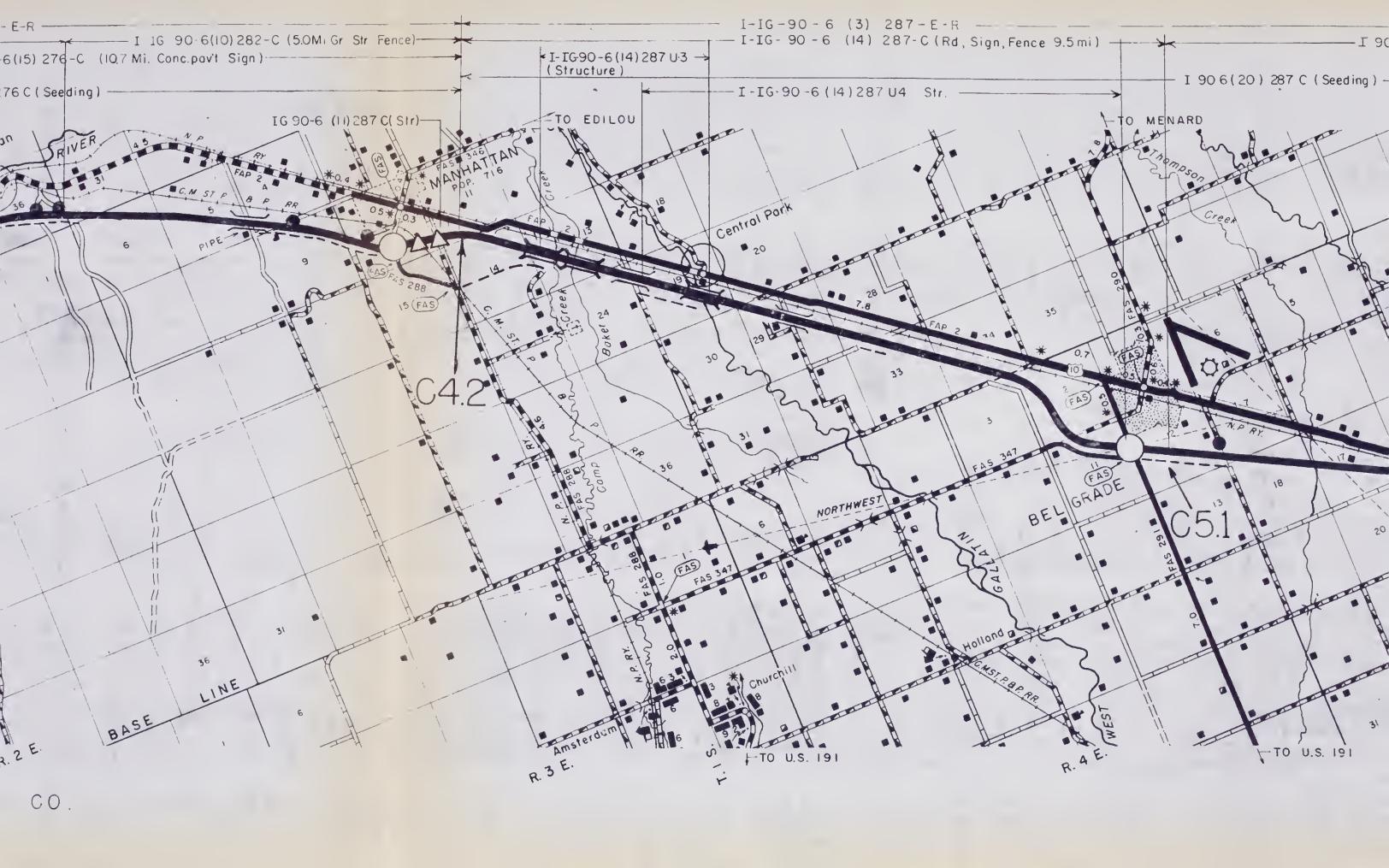
MADISON CO.

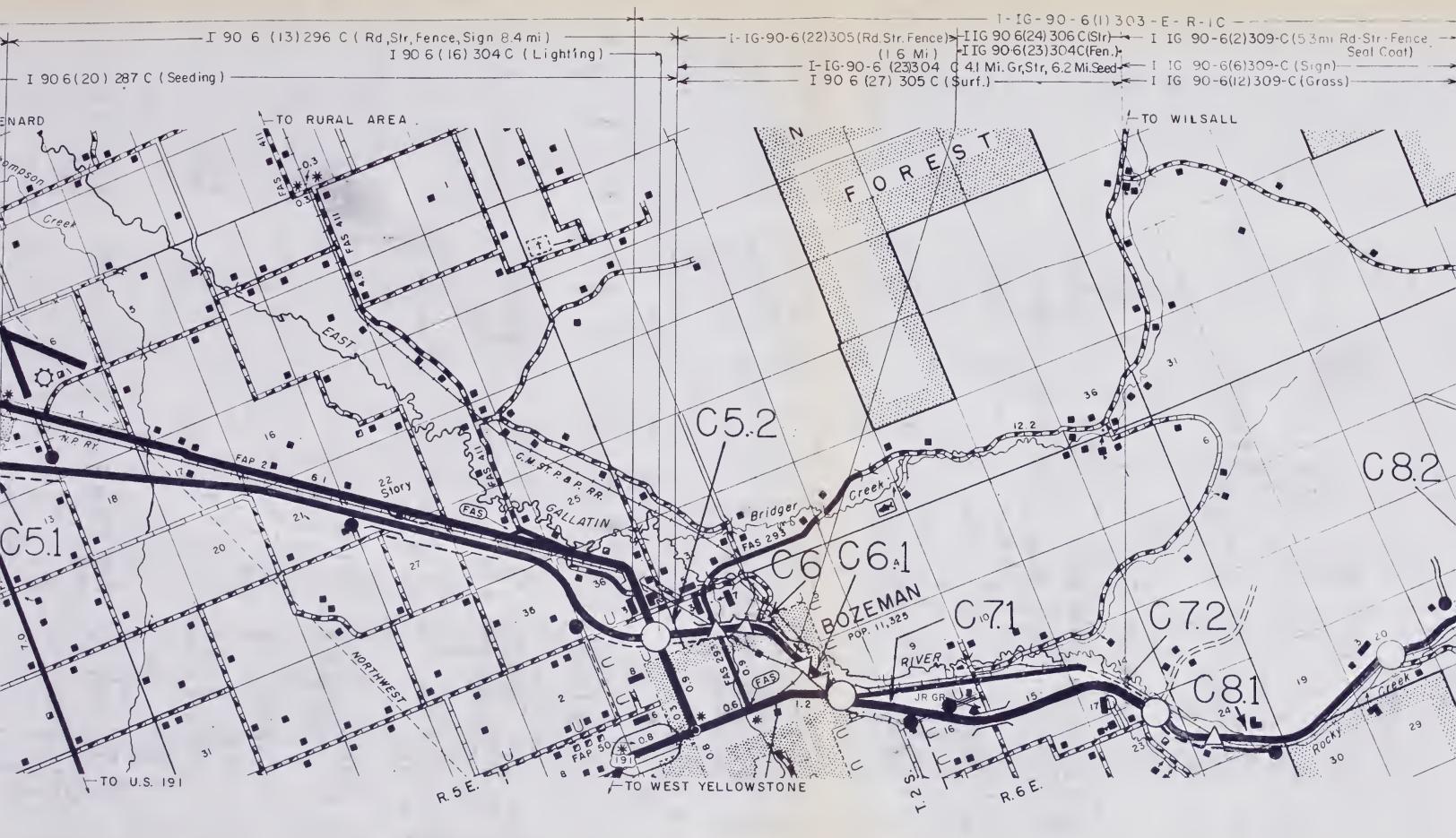
JEFF

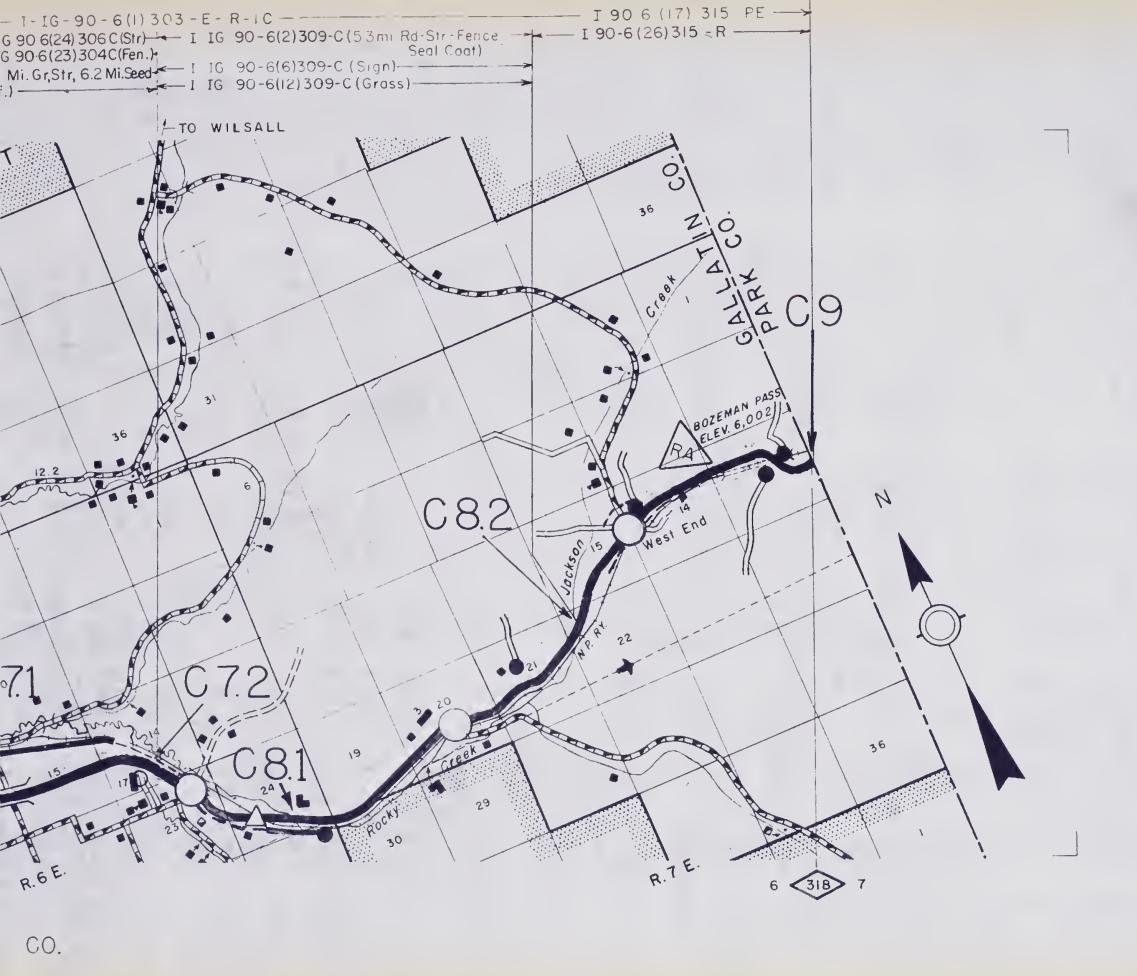


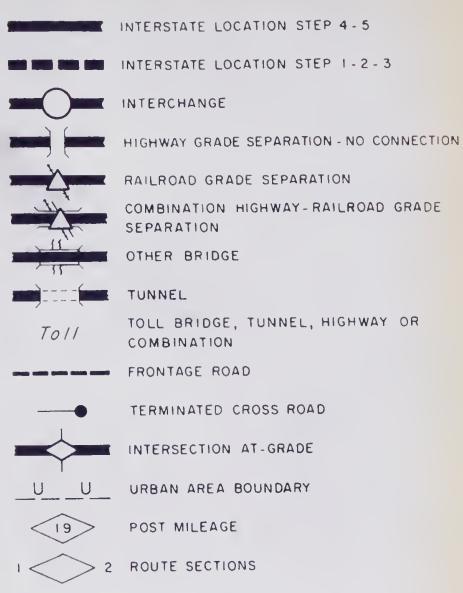


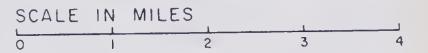
GALLATIN CO.







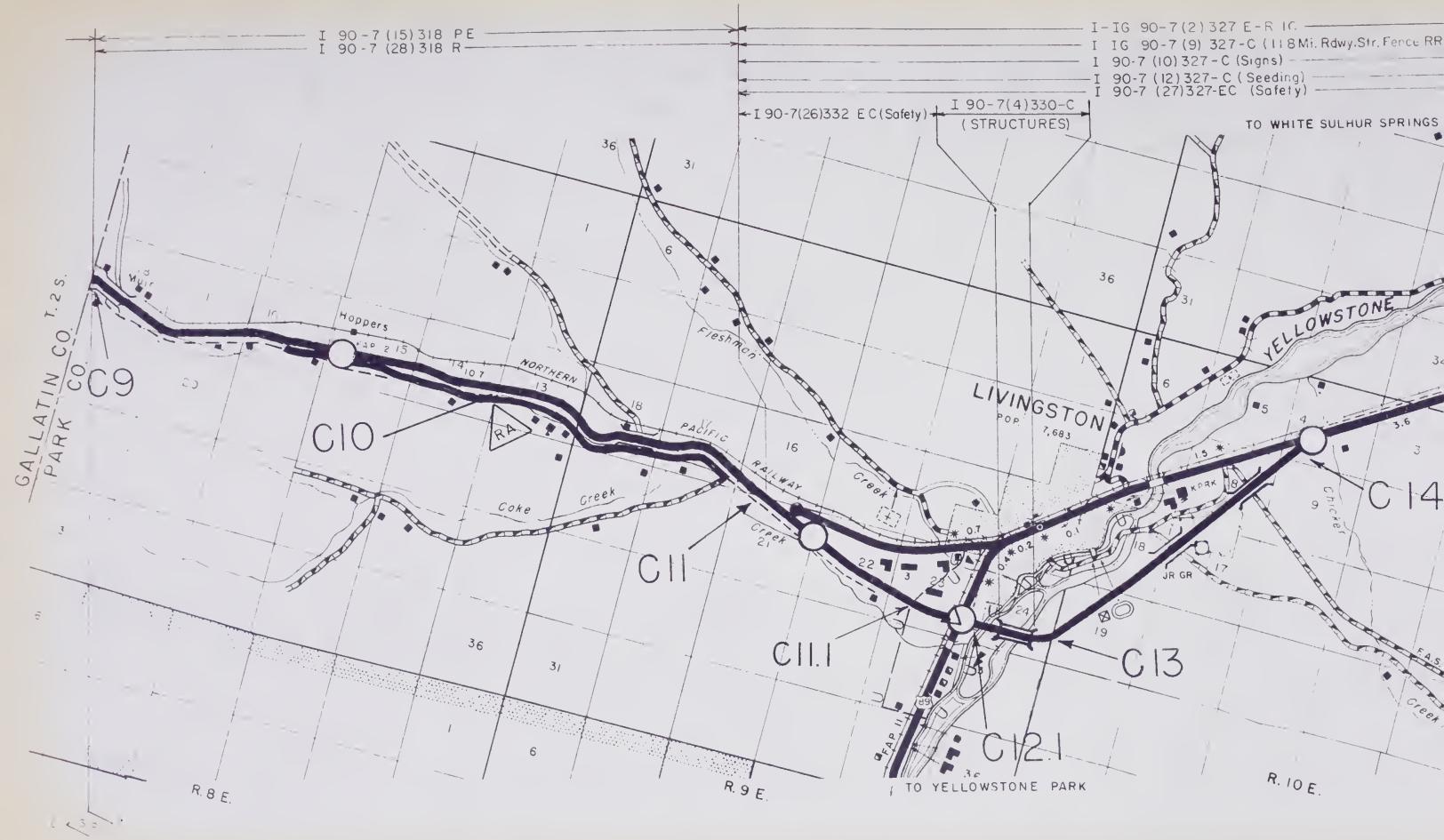


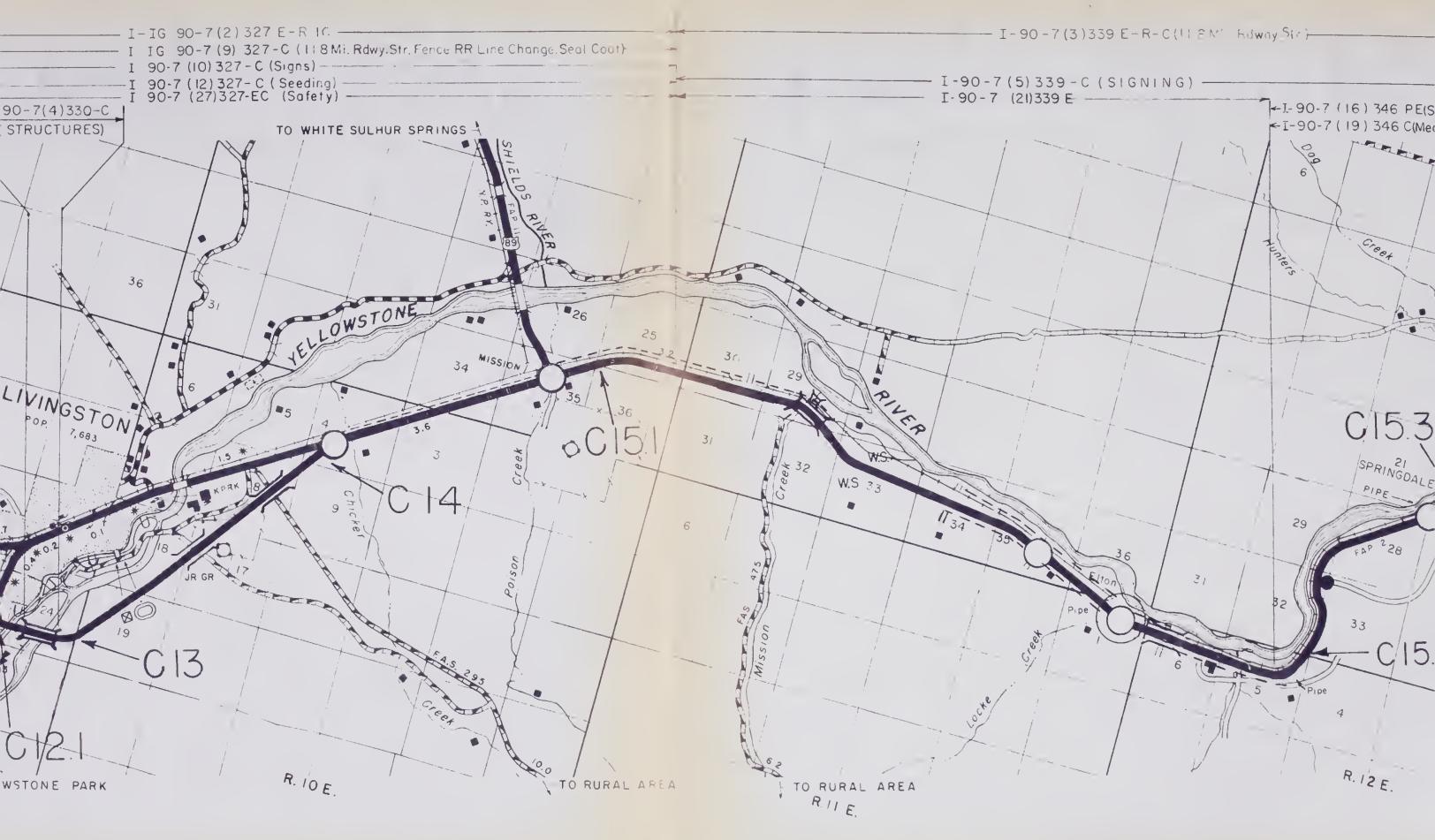


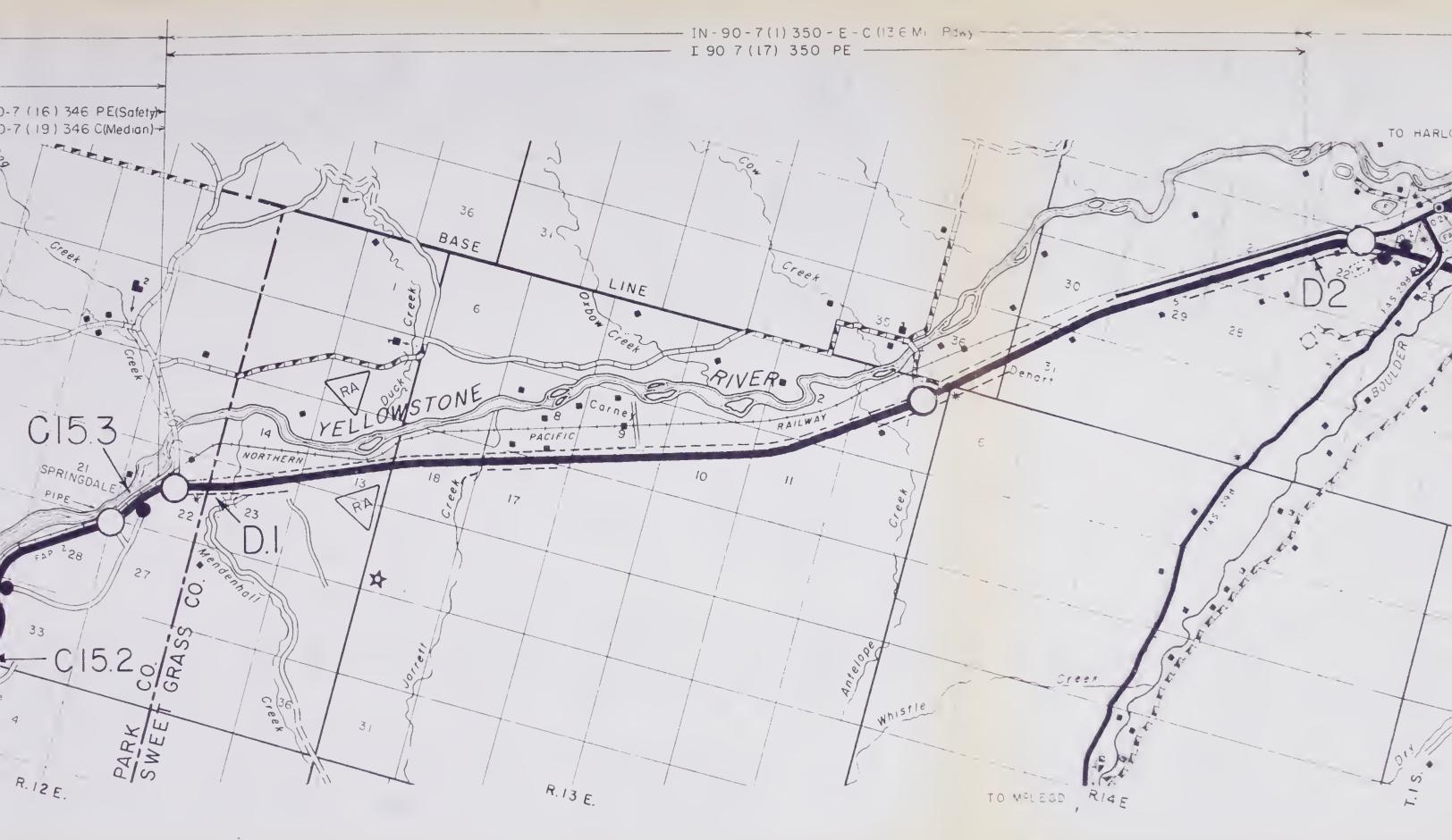
# MONTANA

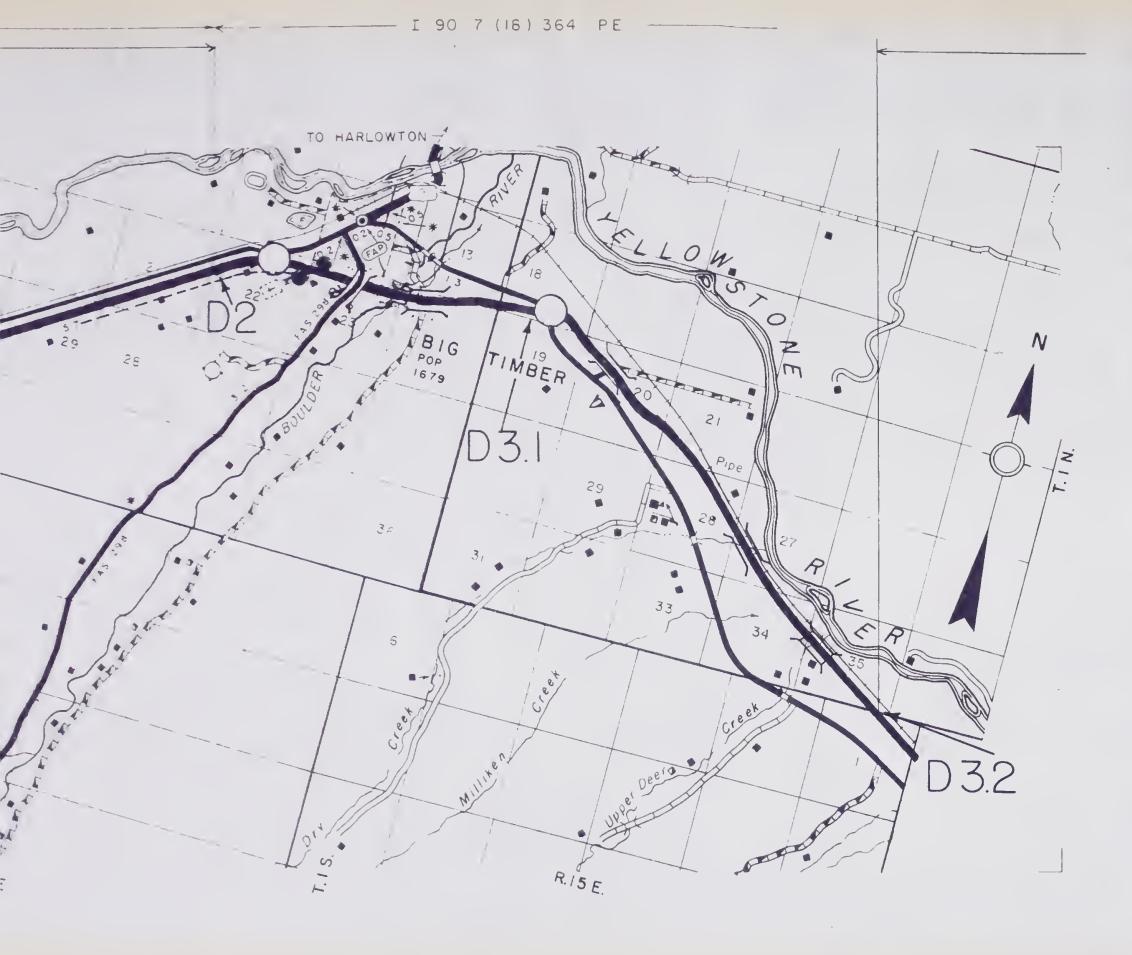
INTERSTATE ROUTE 90

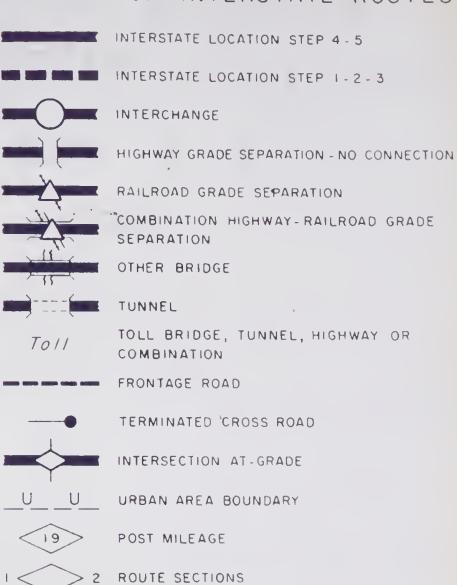
Sheet 6 of II

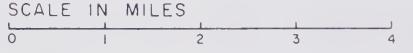








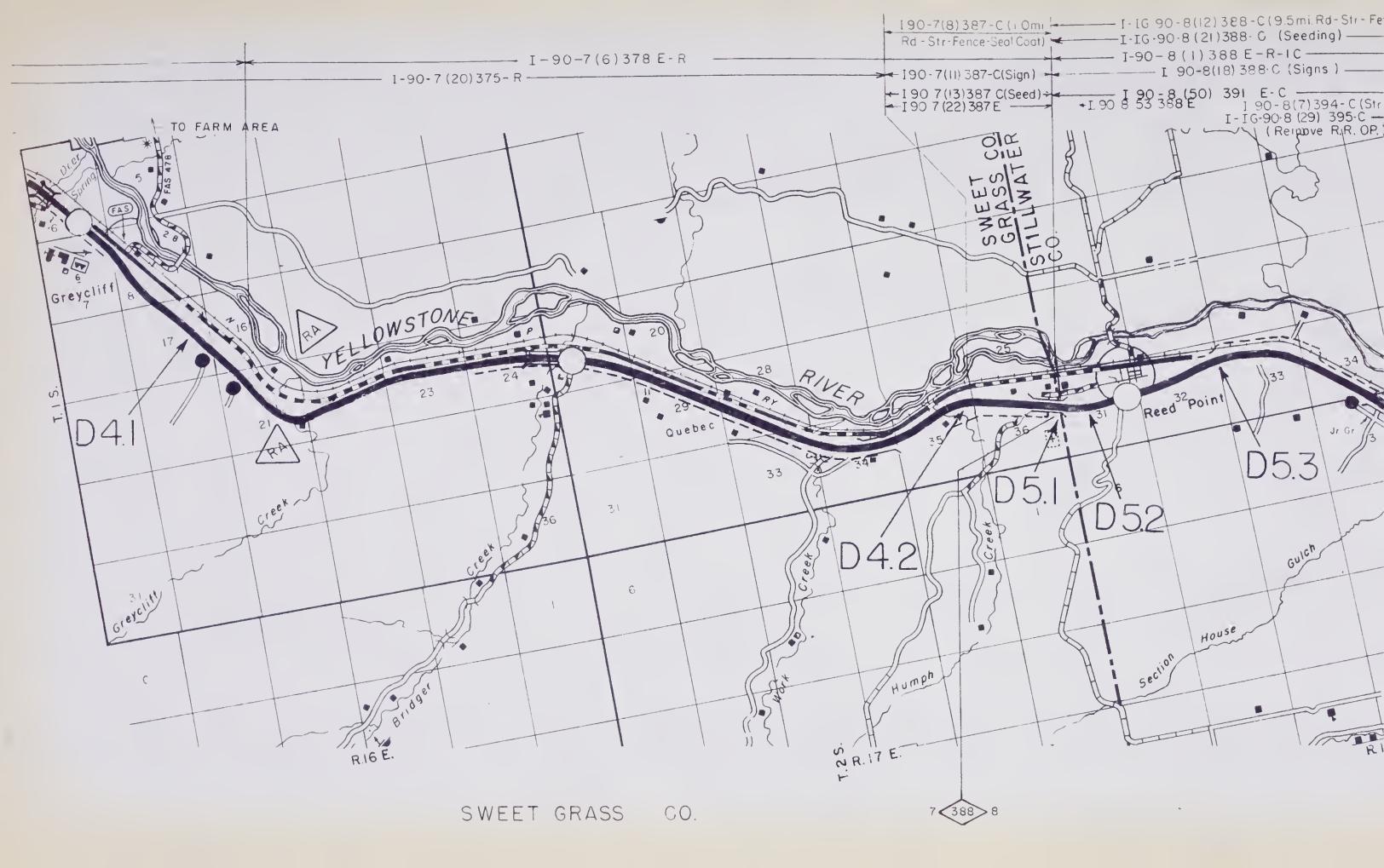


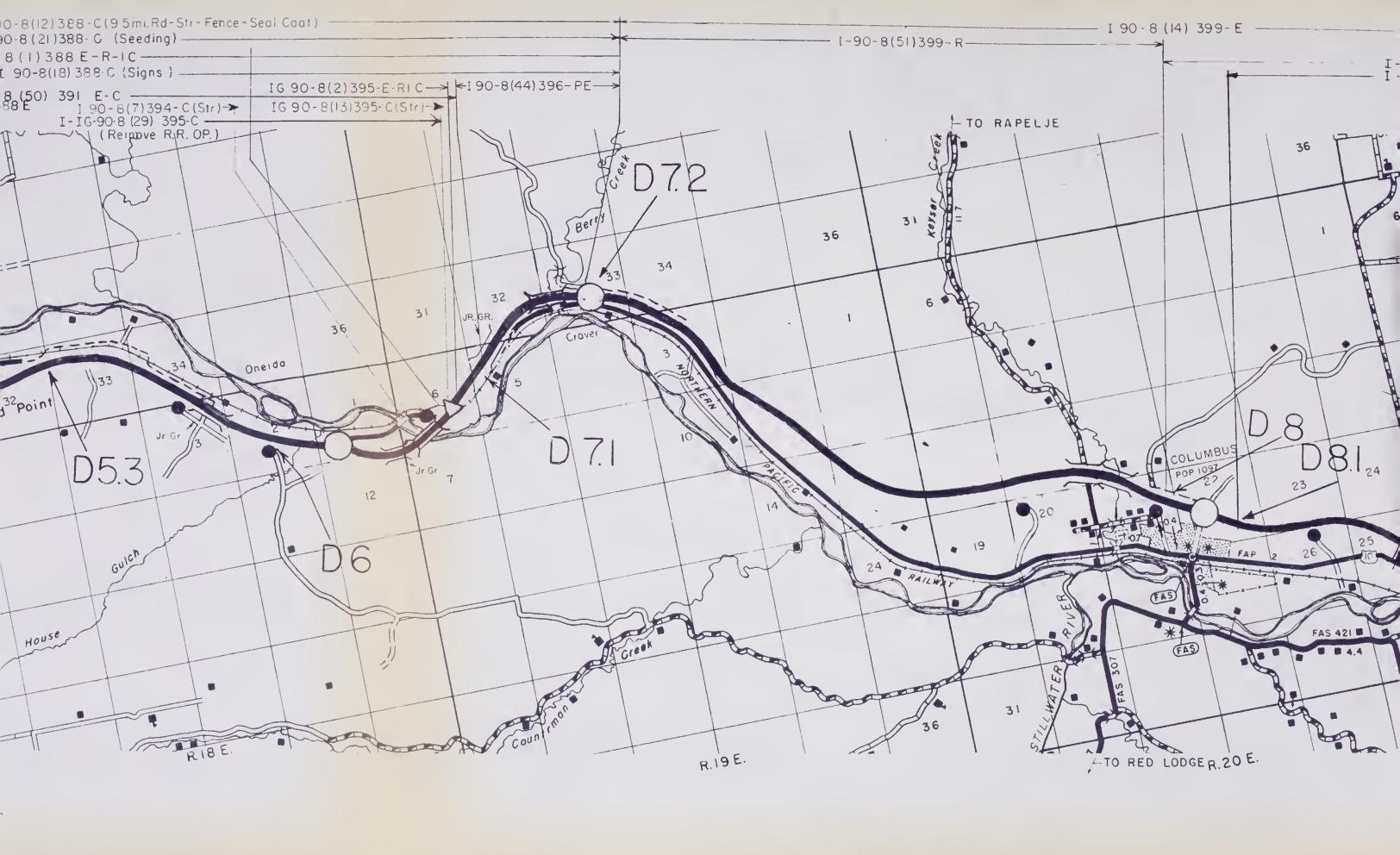


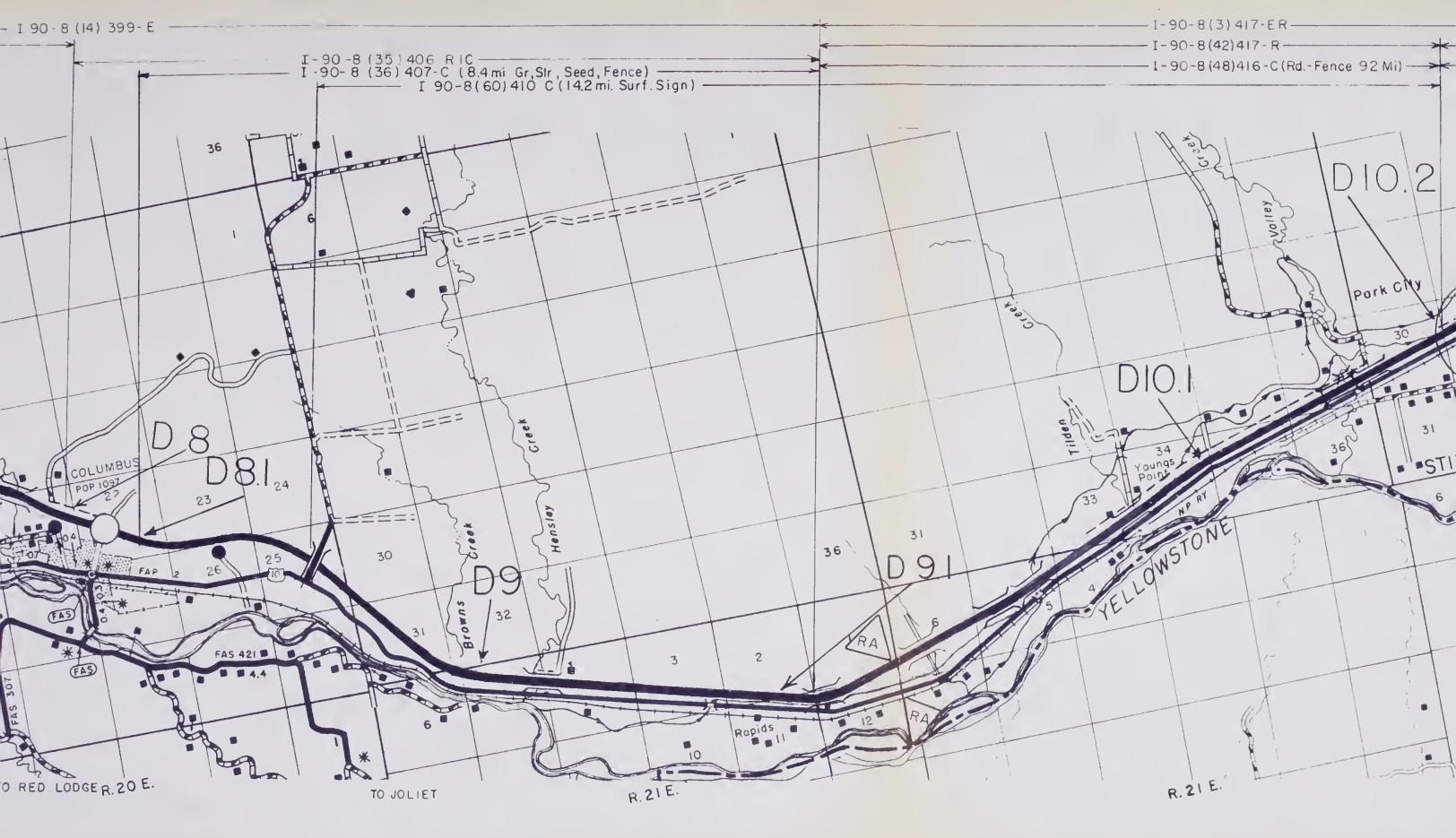
## MONTANA

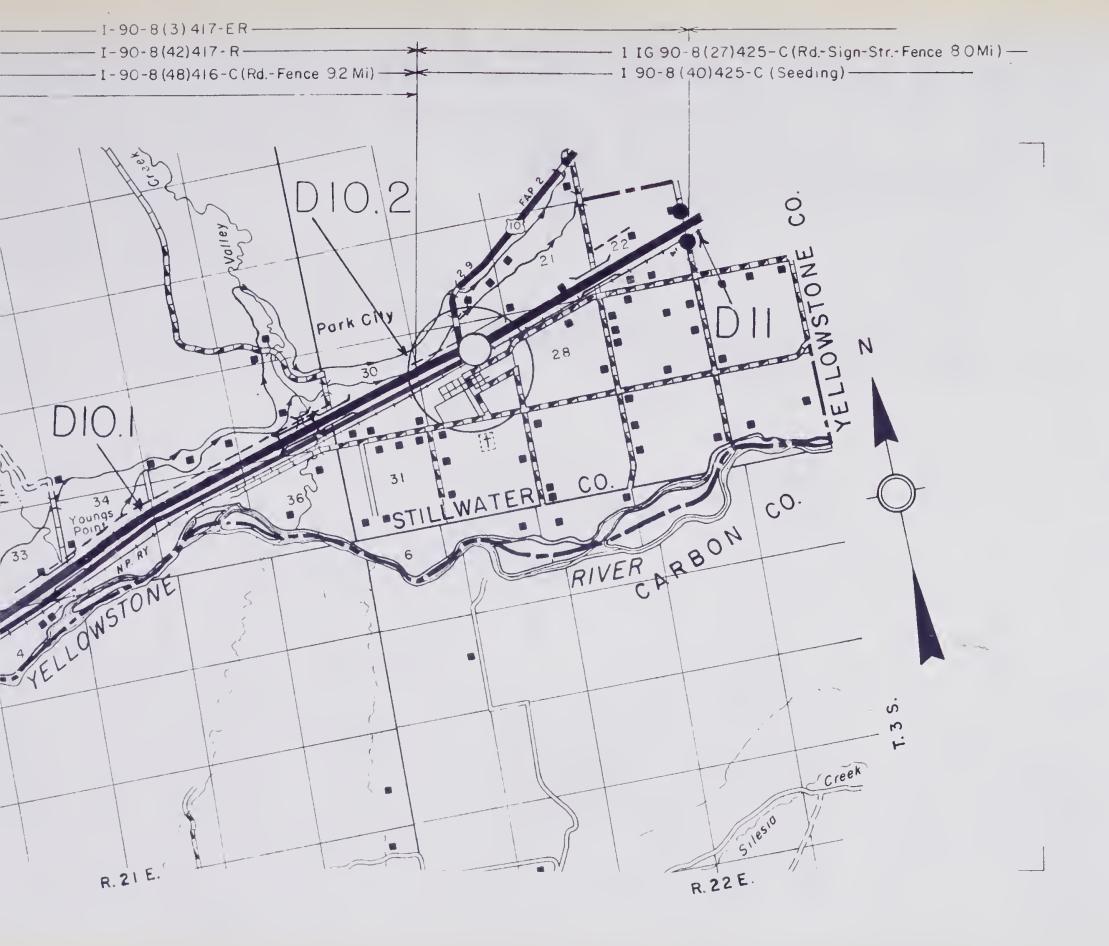
INTERSTATE ROUTE 90

Sheet 7 of 11



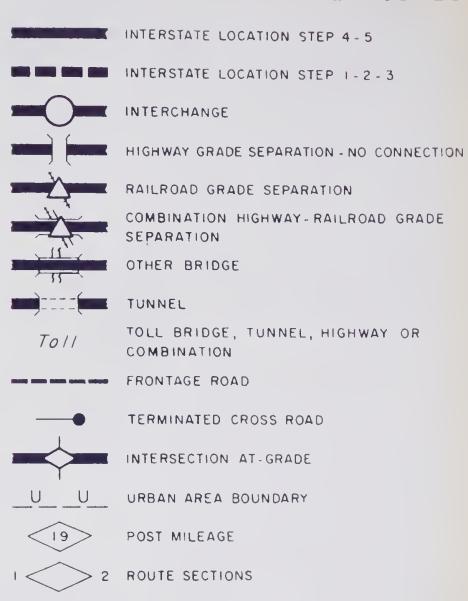


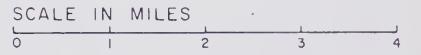




CARBON CO.

### LEGEND FOR INTERSTATE ROUTES

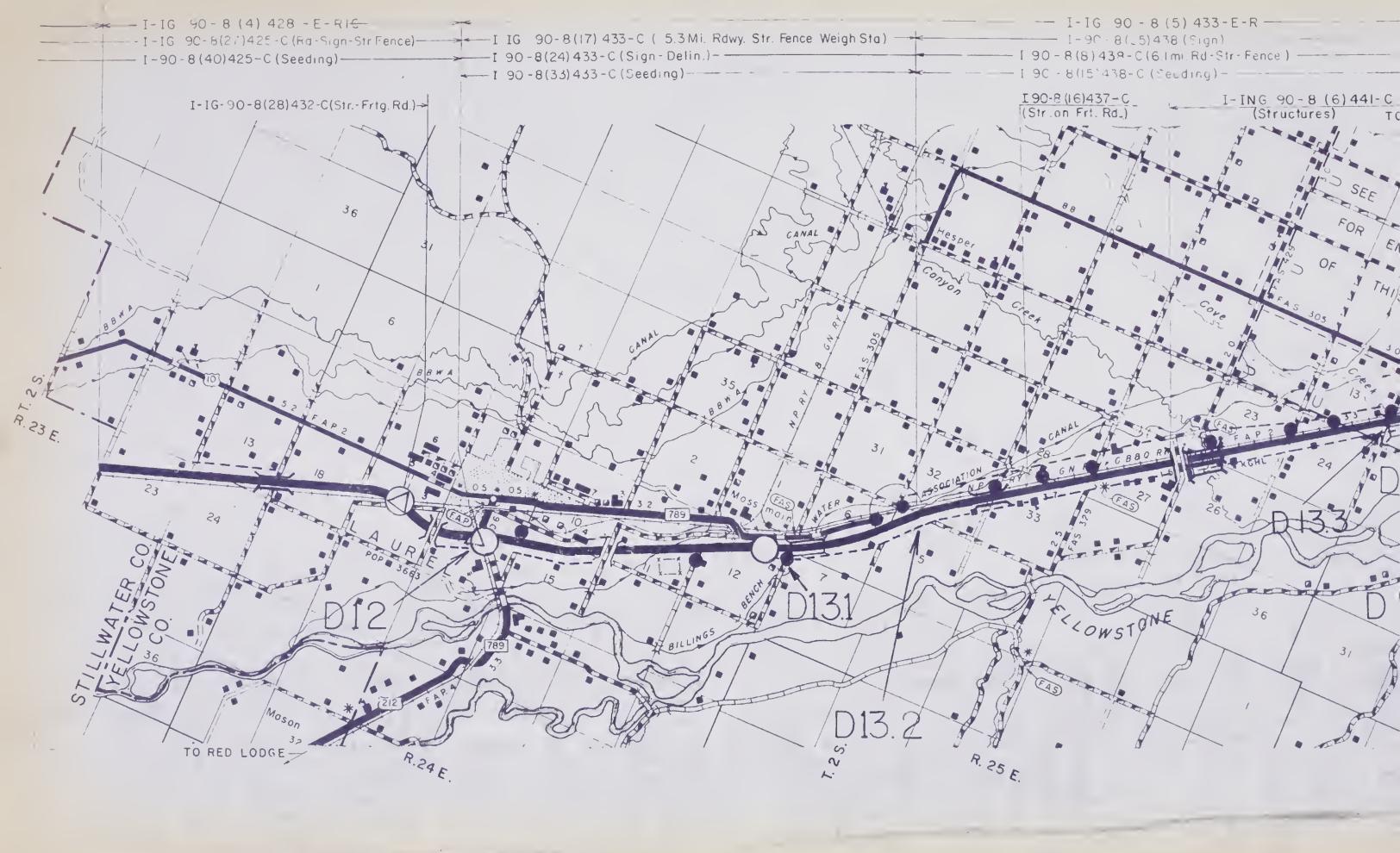


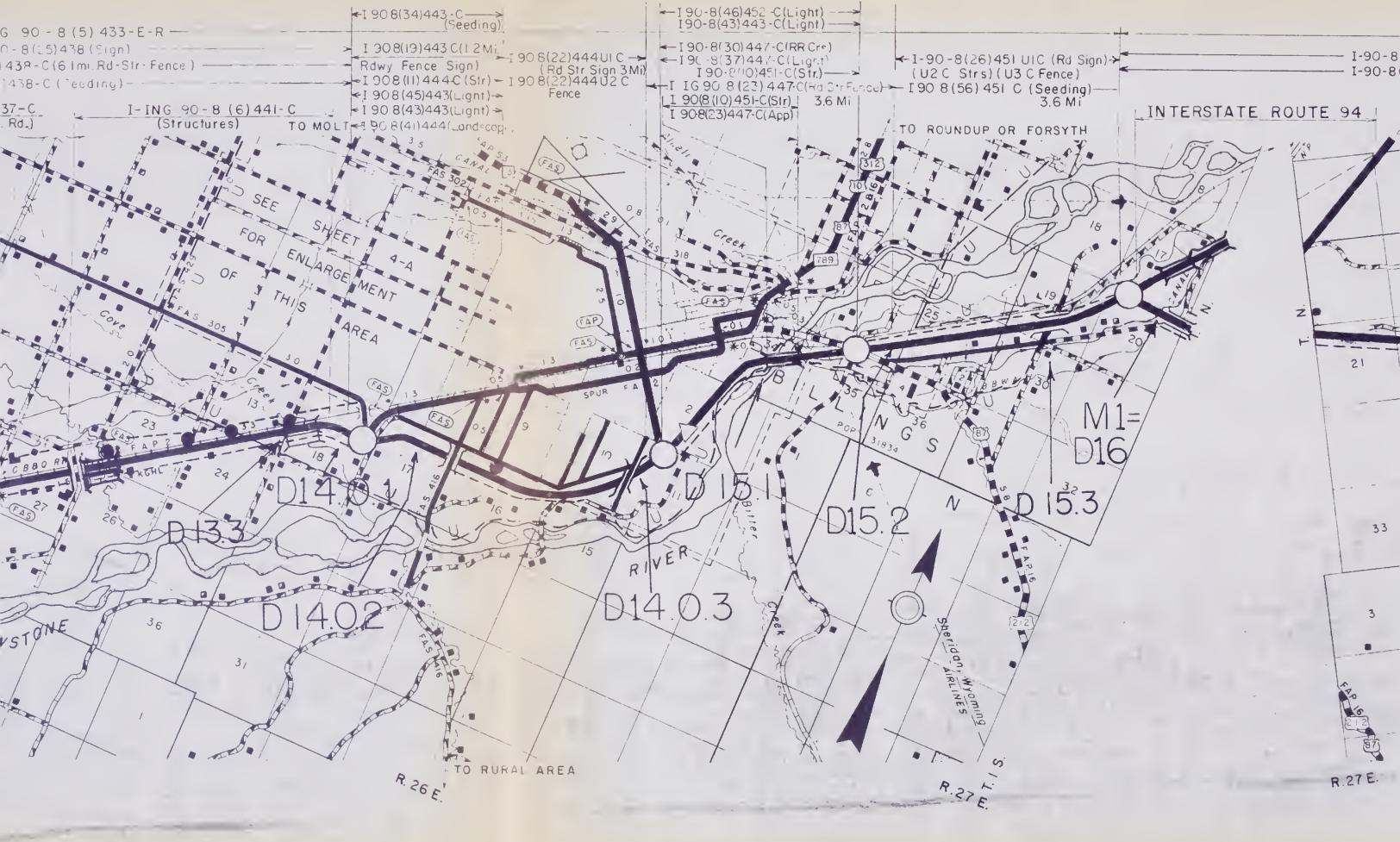


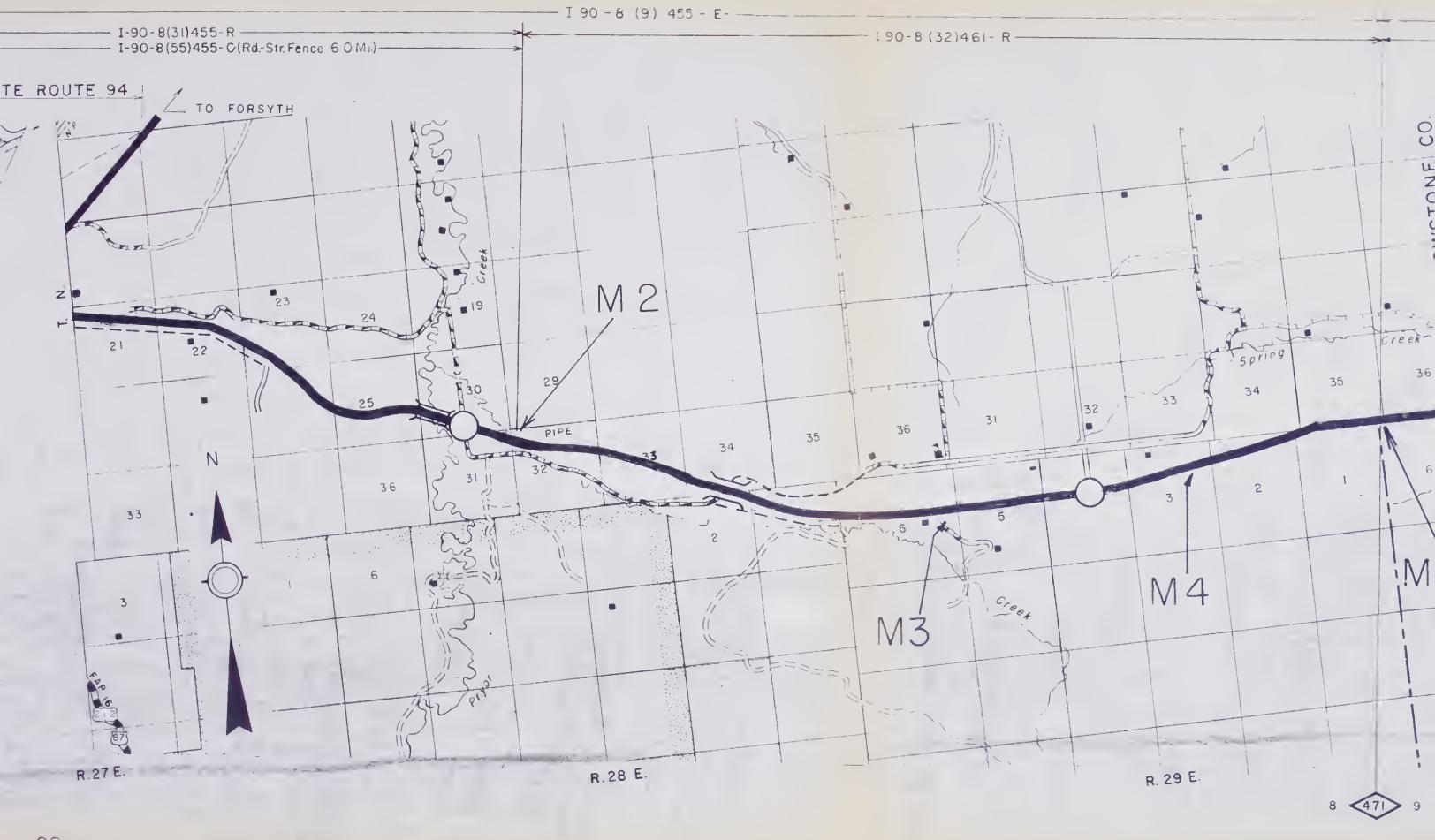
## MONTANA

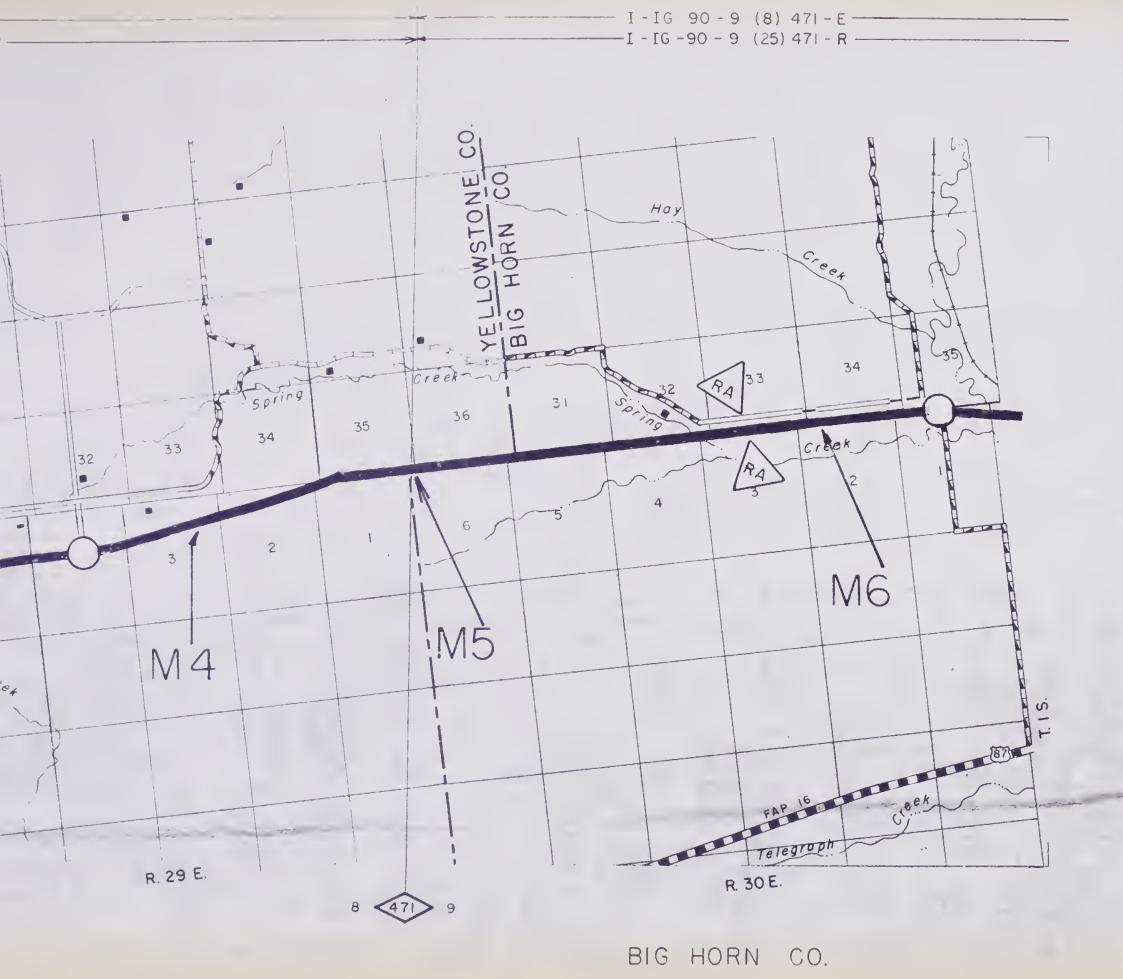
INTERSTATE ROUTE 90

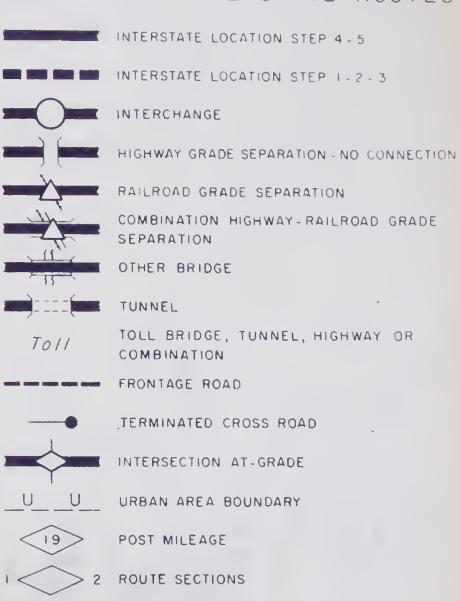
Sheet 8 of 11

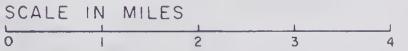








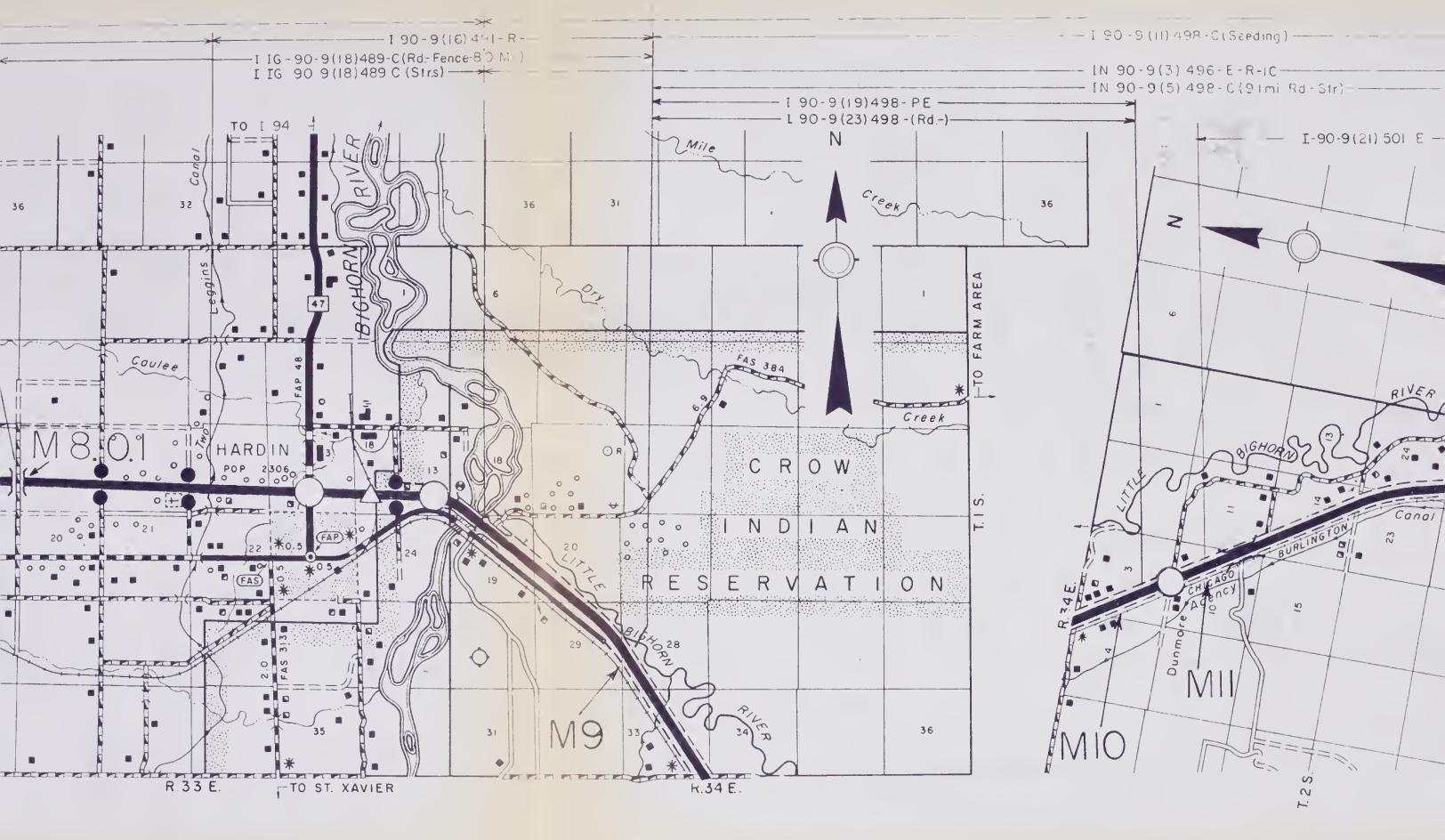


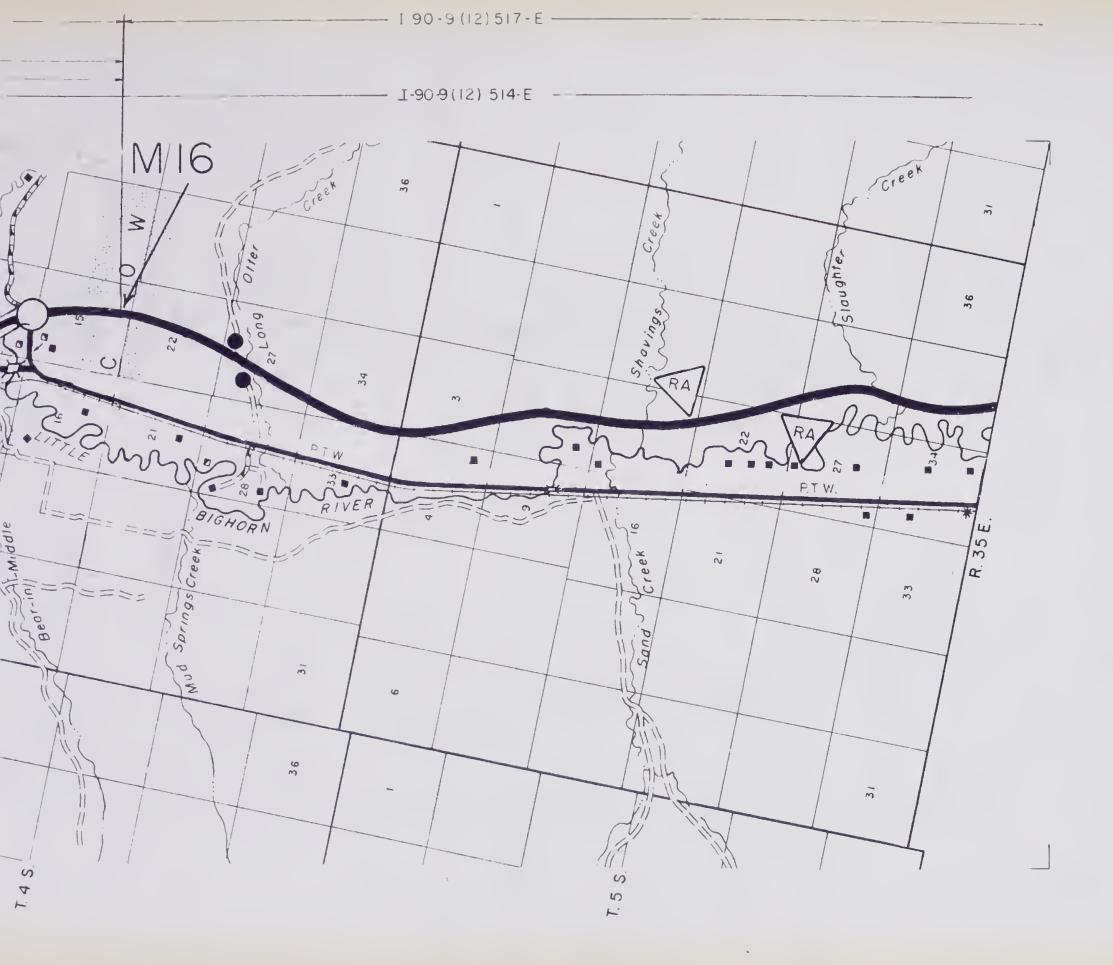


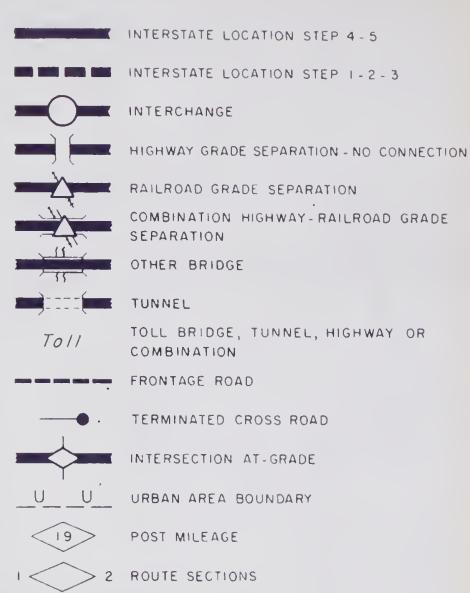
# MONTANA

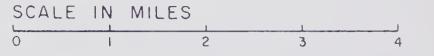
INTERSTATE ROUTE 90

Sheet 9 of 11





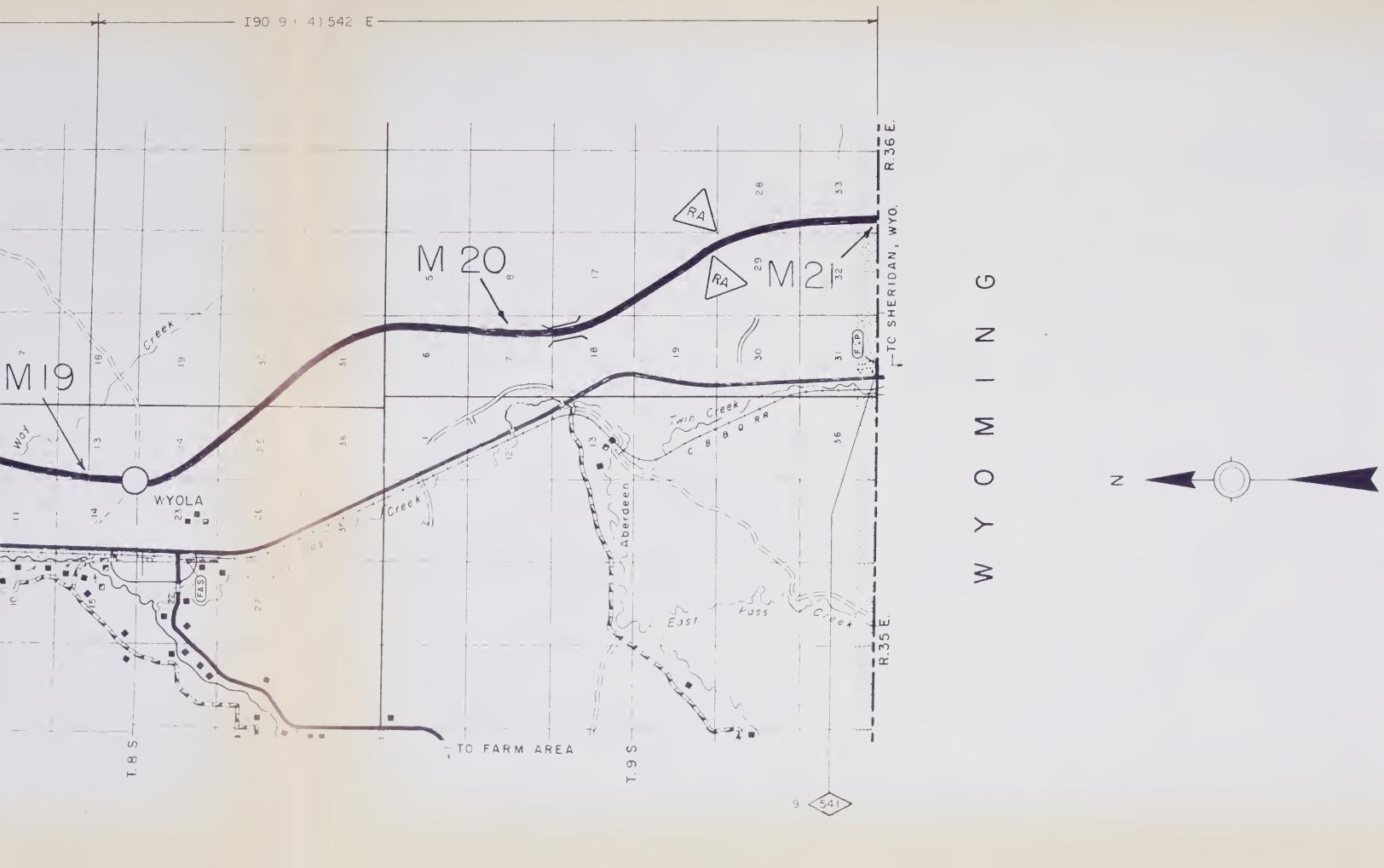




# MONTANA

INTERSTATE ROUTE 90

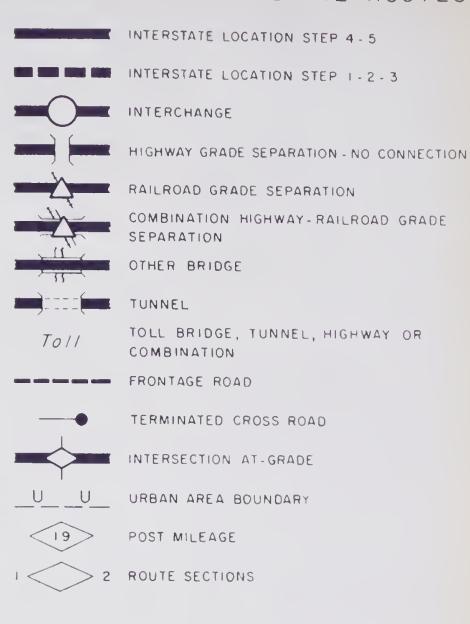
Sheet 10 of 11

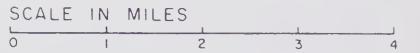


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### LEGEND FOR INTERSTATE ROUTES





# MONTANA

INTERSTATE ROUTE 90

Sheet II of II

Date October 31, 1969".



| STATE | MONTANA | INTER | STATE ROUT | CE NO. | · | Ç | 94     |
|-------|---------|-------|------------|--------|---|---|--------|
|       |         | Sheet | 1          | _ of   |   | 5 | Sheets |

|  |             |      |      |       |       |       |          |         | _     |       |      |         |         |         |
|--|-------------|------|------|-------|-------|-------|----------|---------|-------|-------|------|---------|---------|---------|
|  |             |      |      |       |       |       | ESTIMATE | SECTION |       |       |      |         |         |         |
|  | D16         | D17  | D18  | D19   | D20.1 | D20.2 | D21.1    | D21.2   | D22.1 | D22.2 | D23  | D24     | D25.0.1 | D25.0.2 |
| ITEM   | D17         | D18  | D19  | D20.1 | D20.2 | D21.1 | D21.2    | D22.1   | D22.2 | D23   | D24  | D25.0.1 | D25.0.2 | D26.1   |
|  | 23          | 20   | 23   | 23    | 23    | 23    | 23       | 23      | 23    | 23    | 23   | 23      | 23      | 23      |
| 1. Section Length, miles (0.1)                     | 6.5         | 6.5  | 10.5 | 9.0   | 1.9   | 3.4   | 5.1      | 3.0     | 3.7   | 1.3   | 1.0  | 3.5     | 4.0     | 2.1     |
| 2. Class: Rural or Urban (R or U)                  | R           | R    | R    | R     | R     | R     | R        | R       | R     | R     | R    | R       | R       | R       |
| 3. Urban Area identification (name and code)       |             |      |      |       |       |       |          |         |       |       |      |         |         |         |
| 4. Location: Existing, new or toll (E, N or T)     | N           | N    | N    | N     | N     | N     | N        | N       | N     | N     | N    | N       | N       | N       |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1           | 1    | 1    | 11    | 1     | 1     | 1        | 1       | 1     | 1     | 11   | 1       | 1       | 1       |
| 6. Design speed (V)                                | 60          | 70   | 70   | 70    | 70    | 70    | 70       | 70      | 50    | 70    | 70   | 50      | 50      | 50      |
| 7. Traffic: a. ADT 1967                            | 2185        | 1884 | 1884 | 1472  | 1472  | 1472  | 1472     | 1472    | 1472  | 1451  | 1461 | 1461    | 1461    | 1461    |
| b. ADT 1975  | 4800        | 4150 | 4150 | 3150  | 3150  | 3150  | 3150     | 3150    | 3150  | 31.00 | 3150 | 3150    | 3150    | 3150    |
| c. ADT 1990  | 6850        | 5900 | 5900 | 4400  | 4400  | 4400  | 4400     | 4400    | 4400  | 4350  | 4350 | 4350    | 4350    | 4350    |
| 8. Traffic: a. Design year (19 )                   | 85          | 86   | 87   | 91    | 91    | 90    | 90       | 91      | 91    | 93    | 93   | 93      | 75      | 94      |
| b. ADT Design year                                 | 6150        | 5450 | 5550 | 4500  | 4500  | 4400  | 4400     | 4500    | 4500  | 4600  | 4650 | 4650    | 3150    | 4700    |
| c. DHV Design year                                 | 740         | 650  | 670  | 540   | 540   | 530   | 530      | 540     | 540   | 550   | 560  | 560     | 380     | 560     |
| d. D Directional distribution factors              | 55          | 55   | 55   | 55    | 55    | 55    | 55       | 55_     | 55    | 55    | 55   | 55      | 55      | 55      |
| e. T Percent trucks design year (DHV)              | 9           | 9    | 9    | 10    | 10    | 10    | 10       | 10      | 10    | 10    | 10   | 10      | 10      | 10      |
| f. T Percent trucks design year (ADT)              | 14          | 14   | 14   | 15    | 15    | 15    | 15       | 15      | 15    | 15    | 15   | 15      | 15      | 15      |
| g. Assigned Corridor ADT design year               |             |      |      |       |       |       |          |         |       |       |      |         |         |         |
| 9. Number of through traffic lanes (Design yr trf) | 4           | 4    | 4    | 4     | 4     | 4     | 4        | 4       | 4     | 4     | 4    | 4       | 4       | 4       |
| 10. Mileage without frontage roads                 | 6.5         | 6,5  | 10.5 |       |       |       |          |         |       |       | 1.0  |         | 4.0     |         |
| 11. Mileage with frontage road one side only       |             |      |      | 7.7   | 1.9   | 1.7   | 5.1      | 3.0     | 1.8   | 1.3   |      | 2.0     |         | 2.1     |
| 12. Mileage with frontage roads on both sides      |             |      |      | 1.3   |       | 1.7   |          |         | 1.9   |       |      | 1.5     |         |         |
| 13. Typical cross-section reference                | 30          | 30   | 30   | 30    | 30    | 30    | 30       | 30      | 30    | 20    | 20   | 20      | 40      | 20      |
| 14. Right-of-Way Width: Minimum                    | 230         | 230  | 230  | 300   | 300_  | 260   | 260      | 300     | 300   | 270   | 270_ | 270     | 270     | 250     |
| Prevailing   | <b>3</b> 20 | 320  | 320  | 400   | 400   | 450   | 450      | 300     | 300   | 270   | 270  | 270     | 330     | 270     |
| 15. Median Width: Minimum                          | 50          | 76   | 76   | 76    | 76    | 76    | 76       | 76      | 76    | 46    | 46   | 46      | 10      | 46      |
| Prevailing   | 50          | 76   | 76   | 76    | 76    | 76    | 76       | 76      | 76    | 46    | 46   | 46      | 10      | 46      |

| STATE | MONTANA | INTERST | ATE ROU | re no |   | 94    |
|-------|---------|---------|---------|-------|---|-------|
|       |         | Sheet _ | 2       | of _  | 5 | Sheet |

|  | D26.1<br>D26.2<br>23   | D26.2<br>D27 | D27  | E1   | E2.1  | E2.2 | ESTIMATE |      |      |      |      |      |      |        |  |
|--|--|--------------|------|------|-------|------|----------|------|------|------|------|------|------|--------|--|
| ITEM   | D26.2  |              |      | E1   |       |      | E3       | E4   | E4.1 |      | E6   | E6.1 |      | E8     |  |
|  | and the last term and the last |              |      |      |       |      |          |      |      |      |      |      |      |        |  |
| 1 Section Length, miles (0.1)                      | 23   |              |      | E2.1 | E2.2  | E3   | E4       | E4.1 | E5   | E6   | E6.1 | E7   | E8   | E9.0.1 |  |
| 1 Section Length, miles (0.1)                      |  | 23           | 23   | 23   | 23    | 23   | 23       | 23   | 21   | 21   | 21   | 21   | 23   | 23     |  |
| 1 000 01011 20116 0114 122200 / 012                | 5.6  | 4.1          | 5.8  | 7.2  | 1.6   | 5.4  | 2.9      | 2.7  | 4.4  | 4.5  | 7.5  | 0.7  | 4.9  | 8.6    |  |
| 2. Class: Rural or Urban (R or U)                  | R  | R            | R    | R    | R     | R    | R        | R    | R    | R    | R    | R    | R    | R      |  |
| 3. Urban Area identification (name and code)       |  |              |      |      |       |      |          |      |      |      |      |      |      |        |  |
| 4. Location: Existing, new or toll (E, N or T)     | N  | N            | N    | N    | N     | N    | N        | N    | N    | N    | N    | N    | N    | N      |  |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1  | 1            | 1    | 1    | 1     | 1    | 1        | 1    | 1    | 1    | 1    | 1    | 1    | 1      |  |
| 6. Design speed (V)                                | 50   | 60           | 70   | 70   | 70    | 60   | 50       | 70   | .70  | 70   | 70   | 70   | 70   | 60     |  |
| 7. Traffic: a. ADT 1967                            | 1461   | 1421         | 1409 | 1409 | 1409  | 1579 | 1579     | 1553 | 1553 | 1553 | 1515 | 1515 | 1555 | 1580   |  |
| b. ADT 1975  | 3150   | 3050         | 3000 | 3000 | _3000 | 3400 | 3400     | 3300 | 3300 | 3300 | 3250 | 3250 | 3350 | 3400   |  |
| c. ADT 1990  | 4350   | 4250         | 4200 | 4200 | 4200  | 4700 | 4700     | 4650 | 4650 | 4650 | 4550 | 4550 | 4650 | 4700   |  |
| 8. Traffic: a. Design year (19 )                   | 94   | 94           | 94   | 91   | 91    | 91   | 91       | 91   | 89   | 89   | . 89 | 89   | 93   | 94     |  |
| b. ADT Design year                                 | 4700   | 4600         | 4550 | 4300 | 4300  | 4800 | 4800     | 4750 | 4550 | 4550 | 4450 | 4450 | 4950 | 5100   |  |
| c. DHV Design year                                 | 560  | 550          | 550  | 520  | 520   | 580  | 580      | 570  | 550  | 550  | 530  | 530  | 590  | 610    |  |
| d. D Directional distribution factors              | 55   | 55           | 55   | 55   | 55    | 55   | 55       | 55   | 55   | 55   | 55   | 55   | 55   | 55     |  |
| e. T Percent trucks design year (DHV)              | 10   | 10           | 10   | 10   | 10    | 10   | 10       | 10   | 10   | 10   | 10   | 10   | 10   | 10     |  |
| f. T Percent trucks design year (ADT)              | 15   | 15           | 15   | 15   | 15    | 16   | 16       | 16   | 16   | 16   | 14   | 14   | 14   | 14     |  |
| g. Assigned Corridor ADT design year               |  |              |      |      |       |      |          |      |      |      |      |      |      |        |  |
| 9. Number of through traffic lanes (Design yr trf) | 4  | 4            | 4    | 4    | 4     | 4    | 4        | 4    | 4    | 4    | 4    | 4    | 4    | 4      |  |
| 10. Mileage without frontage roads                 | 3.2  | 1.6          | 5.8  | 4.7  | 1.1   | 4.4  |          |      |      |      |      |      |      | 1.1    |  |
| 11. Mileage with frontage road one side only       | 2.4  | 2.5          |      | 0.5  |       | 1.0  | 2.9      | 2.3  | 4.4  | 4.5  | 7.0  | 0.7  | 2.4  | 6.3    |  |
| 12. Mileage with frontage roads on both sides      |  |              |      | 2.0  | 0.5   |      |          | 0.4  |      |      | 0.5  |      | 2.5  | 1.2    |  |
| 13. Typical cross-section reference                | 20   | 20           | 20   | 20   | 20    | 20   | 30       | 30   | 30   | 30   | 30   | 30   | 20   | 20     |  |
| 14. Right-of-Way Width: Minimum                    | 250  | 280          | 280  | 270  | 270   | 270  | 300      | 300  | 310  | 310  | 250  | 250  | 230  | 270    |  |
| Prevailing   | 270  | 330          | 330  | 300  | 300   | 300  | 300      | 300  | 350  | 350  | 320  | 320  | 230  | 360    |  |
| 15. Median Width: Minimum                          | 46   | 76           | 76   | 76   | 76    | 76   | 46       | 46   | 76   | 76   | 76   | 76   | 46   | 46     |  |
| Prevailing   | 46   | 76           | 76   | 76   | 76    | 76   | 46       | 46   | 76   | 76   | 76   | 76   | 46   | 46     |  |

| STATE | MONTANA | INTERSTA | E ROUT | E NO. |    | 94    |
|-------|---------|----------|--------|-------|----|-------|
|       |         | Sheet    | 3      | _ of  | 5_ | Sheet |

|  |        |        |        |      |      |      | ESTIMATE | SECTION |       |       |      |      |      |          |
|--|--------|--------|--------|------|------|------|----------|---------|-------|-------|------|------|------|----------|
|  | E9.0.1 | E9.0.2 | E9.0.3 | E10  | Ell  | El2  | E13      | E14     | E14.1 | E15.1 | Fl   | F2   | F3   | F4<br>F5 |
| ITEM   | E9.0.2 | E9.0.3 | E1O    | E11  | E12  | E13  | E14      | E14.1   | E15.1 | F1    | F2   | F3   | F4   | ~ /      |
|  | 23     | 23     | 23     | 23   | 23   | 23   | 23       | 22      | 22    | 23    | 23   | 23   | 23   | 21       |
| 1. Section Length, miles (0.1)                     | 6.3    | 0.8    | 1.4    | 1.2  | 3.0  | 4.9  | 2.5      | 0.7     | 5.1   | 8.9   | 6.3  | 4.1  | 4.0  | 2.2      |
| 2. Class: Rural or Urban (R or U)                  | R      | R      | R      | R    | R    | R    | R        | R       | R     | R     | R    | R    | R    | R        |
| 3. Urban Area identification (name and code)       |        |        |        |      |      |      |          |         |       |       |      |      |      |          |
| 4. Location: Existing, new or toll (E, N or T)     | N      | N      | N      | N    | N    | N    | N        | E       | E     | N     | N    | N    | N    | N        |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1      | 1      | 1      | 1    | 1    | 1    | 1        | 1       | 1     | 1     | 1    | 1    | 11   | 1        |
| 6. Design speed (V)                                | 60     | 70     | 70     | 70   | 70   | 70   | 70       | 70      | 70    | 60    | 70   | 70   | 70   | 70       |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1766   | 1766   | 1092   | 1092 | 1311 | 1311 | 1311     | 1407    | 1407  | 1451  | 1451 | 1451 | 1451 | 1422     |
| b. ADT 1975<br>c. ADT 1990                         | 3800   | 3800   | 2350   | 2350 | 2800 | 2800 | 2800     | 3000    | 3000  | 3100  | 3100 | 3100 | 3100 | 3050     |
|  | 5300   | 5300   | 3250   | 3250 | 3900 | 3900 | 3900     | 4200    | 4200  | 4350  | 4350 | 4350 | 4350 | 4250     |
| 8. Traffic: a. Design year (19 )                   | 91     | 75     | 91     | 94   | 94   | 94   | 94       | 91      | 91    | 90    | 90   | 90   | 90   | 88       |
| b. ADT Design year                                 | 5400   | 3800   | 3350   | 3500 | 4200 | 4200 | 4200     | 4300    | 4300  | 4350  | 4350 | 4350 | 4350 | 4100     |
| c. DHV Design year                                 | 650    | 460    | 400    | 420  | 500  | 500  | 500      | 520     | 520   | 520   | 520  | 520  | 520  | 490      |
| d. D Directional distribution factors              | 55     | 55     | 55     | 55   | 55   | 55   | 55       | 55      | 55    | 55    | 55   | 55   | 55   | 55       |
| e. T Percent trucks design year (DHV)              | 10     | 10     | 11     | 11   | 10   | 10   | _10      | 10      | 10    | 10    | 10   | 10   | 10   | 10       |
| f. T Percent trucks design year (ADT)              | 14     | 14     | 17     | 17   | 15   | 15   | 15       | 15      | 15    | 15    | 15   | 15   | 15   | 16       |
| g. Assigned Corridor ADT design year               |        |        |        |      |      |      |          |         |       |       |      |      |      |          |
| 9. Number of through traffic lanes (Design yr trf) | 4      | 4      | 4      | 4    | 4    | 4    | 4        | 4       | 4     | 4     | 4    | 4    | 4    | 4        |
| 10. Mileage without frontage roads                 | 2.7    | 0.3    | 1.4    | 1.2  | 3.0  | 4.9  | 2.5      | 0.7     | 5.1   |       |      |      | 1.8  |          |
| 11. Mileage with frontage road one side only       | 3.6    | 0.5    | ·      |      |      |      |          |         |       | 8.9   | 6.3  | 4.1  | 2.2  | 1.5      |
| 12. Mileage with frontage roads on both sides      |        |        |        |      |      |      |          |         |       |       |      |      |      | 0.7      |
| 13. Typical cross-section reference                | . 20   | 31     | 20     | 20   | 20   | 20   | 20_      | 20      | 30    | 30    | 30   | 30   | 30   | 300      |
| 14. Right-of-Way Width: Minimum                    | 300    | 300    | 300    | 240  | 240  | 240  | 240      | 300     | 300   | 350   | 350  | 280  | 280  |          |
| Prevailing   | 400    | 400    | 400    | 250  | 250  | 250  | 250      | 350     | 350   | 400   | 400  | 300  | 300  | 300      |
| 15. Median Width: Minimum                          | 46     | 46     | 46     | 46   | 46   | 46   | 46       | 46      | 46    | 76    | 76   | 76   | 76   | 76       |
| Prevailing   | 46     | 46     | 46     | 46   | 46_  | 46   | 46       | _46     | 46    | 76    | 76   | 76   | 76   | 76       |

| STATE | MONTANA | INTERSTA | E ROUTE | NO. | 94 |       |
|-------|---------|----------|---------|-----|----|-------|
|       |         | Sheet    | 4       | of. | 5  | Sheet |

|  |      |      |      |      |      |        |          |       |       |       |       |       | <del></del> |          |
|--|------|------|------|------|------|--------|----------|-------|-------|-------|-------|-------|-------------|----------|
|  |      |      |      |      |      |        | ESTIMATE |       |       |       |       |       |             |          |
|  | F5   | F6   | F7   | F8   | F9   | F10    | F11      | F12   | F13.1 | F13.2 | F13.3 | F14   | F14.1       | F15      |
| ITEM   | F6   | F7   | F8   | F9   | F10  | F11    | F12      | F13.1 | F13.2 | F13.3 | F14   | F14.1 | F15         | F15.1    |
|  | 21   | 23   | 23   | 22   | 22   | 22     | 22       | 23    | 23    | 21    | 21    | 21    | 21          | 23       |
| 1. Section Length, miles (0.1)                     | 4.3  | 2.5  | 0.2  | 4.0  | 5.9  | 5.5    | 7.3      | 1.5   | 2.1   | 1.0   | 0.3   | 0.1   | 0.2         | 1.0      |
| 2. Class: Rural or Urban (R or U)                  | R    | R    | R    | R    | R    | R      | R        | R     | Ŭ*    | R     | R     | Ű∗    | U-¥         | Π×       |
| 3. Urban Area identification (name and code)       |      |      |      |      |      |        |          |       | 360#  |       |       | 360#  | 360#        | 360#     |
| 4. Location: Existing, new or toll (E, N or T)     | N    | _N   | N    | E    | E    | E      | E        | N     | Ŋ     | N     | N     | N_    | N           | E        |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1    | 1    | 1    | 1    | 1    | 1      | 1        | 1     | 1     | 1     | 1     | 1     | 1           | 1        |
| 6. Design speed (V)                                | 70   | 70   | 70   | 70   | 70   | 70     | 70       | 70    | 70    | 70    | 70    | 70    | 70          | 70       |
| 7. Traffic: a. ADT 1967                            | 1422 | 1422 | 1422 | 1422 | 1438 | 1505 · | 1565     | 1565  | 2095  | 2095  | 2095  | 2095  | 2095        | 1515     |
| b. ADT 1975  | 3050 | 3050 | 3050 | 3050 | 3100 | 3200   | 3350     | 3350  | 4500  | 4500  | 4500  | 4500  | 4500        | 3250     |
| c. ADT 1990  | 4250 | 4250 | 4250 | 4250 | 4300 | 4500   | 4700     | 4700  | 6250  | 6250  | 6250  | 6250  | 6250        | 4550     |
| 8. Traffic: a. Design year (19 )                   | 88   | 91   | 91   | 91   | 91   | 91     | 91       | 88    | 88    | 87    | 87    | 87    | 87          | 87       |
| b. ADT Design year                                 | 4100 | 4300 | 4300 | 4300 | 4400 | 4600   | 4800     | 4500  | 6050  | 5900  | 5900  | 5900  | 5900        | 4300     |
| c. DHV Design year                                 | 490  | 520  | 520  | 520  | 530  | 550    | 580      | 540   | 800   | 780   | 780   | 780   | 780         | 570      |
| d. D Directional distribution factors              | 55   | 55   | 55   | 55   | 55   | 55     | 55       | 55    | 55    | 55    | 55    | 55    | 55          | 55<br>13 |
| e. T Percent trucks design year (DHV)              | 10   | 10   | 10   | 10   | 10   | 10     | 10       | 10    | 7     | 7     | 7     | 7     | 7           |          |
| f. T Percent trucks design year (ADT)              | 16   | 16   | 16   | 16   | 16   | 16     | 16       | 16    | 10    | _10   | 10    | 10    | 10          | 19       |
| g. Assigned Corridor ADT design year               |      |      |      |      |      |        |          |       |       |       |       |       |             |          |
| 9. Number of through traffic lanes (Design yr trf) | 4    | 4    | 4    | 4    | 4    | 4      | 4        | 4     | 4     | 4     | 4     | 4     | 4           | 4        |
| 10. Mileage without frontage roads                 |      |      |      | 2.2  | 3.7  | 2.6    | 4.4      | 0.5   | 1.4   | 1.0   | 0.3.  | 0.1   | 0.2         |          |
| 11. Mileage with frontage road one side only       | 4.3  | 1.7  | 0.2  | 1.5  | 0.8  | 1.4    | 2.2      | 1.0   | 0.7   |       |       |       |             |          |
| 12. Mileage with frontage roads on both sides      |      | 0.8  |      | 0.3  | 1.4  | 1.5    | 0.7      |       |       |       |       |       |             | 1.0      |
| 13. Typical cross-section reference                | . 30 | 30   | 61   | 30   | 30   | 30     | 30       | 30    | 30    | 30    | 61    | 61    | 30          | 30       |
| 14. Right-of-Way Width: Minimum                    | 300  | 300  | 300  | 300  | 280  | 250    | 250      | 240   | 240   | 240   | 240   | 240   | 240         | 240      |
| Prevailing   | 300  | 300  | 300  | 300  | 280  | 300    | 300      | 270   | 270   | 270   | 270   | 270   | 270         | 270      |
| 15. Median Width: Minimum                          | 76   | 76   | 76   | 76   | . 76 | 76     | 76       | 46    | 46    | 46    | 46    | 46    | 46          | 46<br>46 |
| Prevailing   | 76   | 76   | 76   | 76   | 76   | 76     | 76       | 46    | 46    | 46    | 46    | 46    | 46          | 46       |

<sup>#</sup> Glendive

<sup>\*</sup> Section is comparable to a corresponding section in the 1968 Estimate.

| STATE | MONTANA | INTERS | CATE RO | OUTE ! | NO | Ç | )4   |    |
|-------|---------|--------|---------|--------|----|---|------|----|
|       |         | Sheet  | 5       |        | of | 5 | Shee | )t |

|  |       |       |       |       |      |      | ESTIMATE | SECTION |       |          | SUBTO | Τ ΔΤ  |       |
|--|-------|-------|-------|-------|------|------|----------|---------|-------|----------|-------|-------|-------|
|  | F15.1 | F16   | F17.1 | F17.2 | F18  | F19  | F20      | SECTION | <br>  | 1        |       | TAD   |       |
| ITEM   | F16   | F17.1 | F17.2 | F18   | F19  | F20  | F20.1    |         |       |          | RURAL | URBAN | TOTAL |
|  | 21    | 22    | 23    | 23    | 22   | 22   | 22       |         |       |          |       |       |       |
| 1. Section Length, miles (0.1)                     | 1.7   | 1.4   | 2.7   | 12.8  | 4.7  | 4.7  | 5.9      |         |       |          | 245.2 | 3.4   | 248.6 |
| 2. Class: Rural or Urban (R or U)                  | R     | R     | R     | R     | R    | R    | R        |         |       |          |       |       |       |
| 3. Urban Area identification (name and code)       |       |       |       |       |      |      |          |         |       |          |       |       |       |
| 4. Location: Existing, new or toll (E, N or T)     | E     | E     | N     | N     | E    | E    | E        |         |       |          |       |       |       |
| 5. Mileage increment: Code 1, 2, 3 or 4            | 1     | 1     | 1     | 1     | 1    | 1    | 1        |         |       |          |       |       |       |
| 6. Design speed (V)                                | 70    | 70    | 70    | 70    | 70   | 70   | 70       |         |       |          |       |       |       |
| 7. Traffic: <u>a. ADT 1967</u>                     | 1515  | 1515  | 1515  | 1515  | 1440 | 1500 | 1500     |         |       |          |       |       |       |
| b. ADT 1975<br>c. ADT 1990                         | 3250  | 3250  | 3250  | 3250  | 3100 | 3200 | 3200     |         |       |          |       |       |       |
|  | 4550  | 4550  | 4550  | 4550  | 4300 | 4500 | 4500     |         |       |          |       |       |       |
| 8. Traffic: a. Design year (19 )                   | 87    | 92    | 92    | 92    | 93   | 93   | 93       |         |       |          |       |       |       |
| b. ADT Design year                                 | 4300  | 4700  | 4700  | 4700  | 4550 | 4750 | 4750     |         |       |          |       |       |       |
| c. DHV Design year                                 | 570   | 620   | 620   | 620   | 600  | 630  | 630      |         |       |          |       |       |       |
| d. D Directional distribution factors              | _55   | 55    | 55    | 55    | 55   | 55   | 55       |         |       |          |       |       |       |
| e. T Percent trucks design year (DHV)              | 13    | 13    | 13    | 13    | 13   | 13   | 13       |         | 1     |          |       |       |       |
| f. T Percent trucks design year (ADT)              | 19    | 19    | 19    | 19    | 19   | 19   | 19       |         | <br>1 | 1        |       |       |       |
| g. Assigned Corridor ADT design year               |       |       |       |       |      |      |          |         | ļ     | <u> </u> |       |       |       |
| 9. Number of through traffic lanes (Design yr trf) | 4     | 4     | 4     | 4     | 4    | 4    | 4        |         |       |          |       |       |       |
| 10. Mileage without frontage roads                 |       | 1.4   | 0.7   |       | 3.5  | 2.7  | 4.7      |         |       |          | 101.7 |       | 103.4 |
| 11. Mileage with frontage road one side only       | 1.7   |       | 2.0   | 9.4   | 1.2  | 2.0  | 1.2      |         | <br>  |          | 121.2 | .7    | 121.9 |
| 12. Mileage with frontage roads on both sides      |       |       |       | 3.4   |      |      |          |         |       |          | 22.3  | 1.0   | 23.3  |
| 13. Typical cross-section reference                | 30    | 20    | 20    | 20    | 30   | 30   | 30       |         |       |          |       |       |       |
| 14. Right-of-Way Width: Minimum                    | 240   | 300   | 300   | 300   | 350  | 270  | 240      |         |       |          |       |       |       |
| Prevailing   | 270   | 300   | 300   | 300   | 350  | 300  | 240      |         |       |          |       |       |       |
| 15. Median Width: Minimum                          | 46    | 46    | 46    | 46    | 46   | 46   | 46       |         |       |          |       |       |       |
| Prevailing   | 46    | 46    | 46    | 46    | 46   | 46   | 46       |         |       |          |       |       |       |

| ignature: Jesus M | 1 Chatean | State Highway Engineer | March 1, 1970 |
|-------------------|-----------|------------------------|---------------|
| state: 7          | Name      | Title                  | Date          |
| 1497.5            | towart.   | Division Engineer      | March 1, 1970 |
| RPR.              | Name      | Title                  | Date          |

| STATE | MONTANA | INTERST    | TE ROU | TE NO. |   | 94     |
|-------|---------|------------|--------|--------|---|--------|
|       |         | Sheet $\_$ | 1      | of _   | 5 | Sheets |

|   | T      | ESTIMATE SECTION & FINANCE CODE |        |       |       |       |       |       |              |        |        |        |         |         |
|---|--------|---------------------------------|--------|-------|-------|-------|-------|-------|--------------|--------|--------|--------|---------|---------|
| ITEM  | D16    | D17                             | D18    | D19   | D20.1 | D20.2 | D21.1 | D21.2 | D22.1        | D22.2  | D23    | D24    | D25.0.1 | D25.0.2 |
| T T T77/                                      | D17    | D18                             | D19    | D20.1 | D20.2 | D21.1 | D21.2 | D22.1 | D22.2        | D23    | D24    |        | D25.0.2 | D26.1   |
|   | 23     | 20                              | 23     | 23    | 23    | 23    | 23    | 23    | 23           | 23     | 23     | 23     | 23      | 23      |
| Section Length, miles (0.1)                   | 6.5    | 6.5                             | 10.5   | 9.0   | 1.9   | 3.4   | 5.1   | 3.0   | 3.7          | 1.3    | 1.0    | 3.5    | 4.0     | 2.1     |
| Class: Rural or Urban (R or U)                | R      | R                               | R      | R     | R     | R     | R     | R     | R            | R      | R      | R      | R       | ~ R     |
| Urban Area identification (name and code)     |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| Location: Existing, new or toll (E, N or T)   | N      | N                               | N      | N     | N     | N     | N     | N     | N            | И      | И      | N      | N       | N       |
| Mileage increment: Code 1, 2, 3 or 4          | 1      | 1                               | 1      | 1     | 1     | 1     | 1     | 1     | 1            | 1      | 1      | 1      | 1       | 1       |
| No. Lanes to be constructed this estimate     | 0      | 0                               | 0      | 4     | 4     | 4     | 4     | 4     | 4            | 2      | _ 2    | 2      | 2       | 2       |
| No. Lanes to be improved this estimate        | 0      | 0                               | .0     | 0     | 0     | 0     | 0     | 0     | 0            | 0      | 0      | 0      | 0       | 0       |
| No. through traffic lanes                     | 4      | 4                               | 4      | 4     | 4     | 4     | 4     | 4     | 4            | 4      | 4      | 4      | 4       | 4       |
| Status of improvement October 31, 1969        | 1a(1)f | la(1)f                          | la(1)f | 4a(3) | 4a(3) | 4a(1) | 4a(1) | 4a(1) | 4a(1)        | 2a(2)f | 2a(2)f | 2a(2)f | la(1)f  | 2a(2)f  |
| WORK CLASSIFICATION                           |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| 1. Preliminary Engineering                    | 3      | 0                               | 1      | 17    | 3     | 6     | 9     |       |              |        | 3      | 12     |         | 4       |
| 2. Right-of-Way                               |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| a. Right-of-Way and acquisition               |        |                                 |        | 402   | 94    |       |       |       |              | 10     | 13     | 14     |         | 2       |
| b. Relocation payments                        |        |                                 |        | 18    |       |       |       |       |              |        |        |        |         |         |
| 3. Clear & grub; demolition                   |        |                                 |        |       |       |       |       |       |              |        |        | -      |         |         |
| 4. Utility adjustments                        |        |                                 |        | 41    | 12    |       |       |       |              | 5      | 3      |        |         | 2       |
| 5. Grade & drain; minor structures            |        |                                 |        | 2227  | 294   | 575   | 1497  | 434   | 651          | 94     | 37     | 262    |         | 102     |
| 6. Subbase; base; surfacing; shoulders        | 1      |                                 |        | 1181  | 220   | 408   | 592   | 348   | 599          | 75     | 58     | 236    |         | 122     |
| 7. R.R. grade separations                     |        |                                 |        | ~~    |       |       |       |       |              |        |        |        |         |         |
| 8. Highway grade separations without ramps    |        |                                 |        | 377   |       | 82    |       |       |              |        |        |        |         |         |
| 9. Interchanges                               |        |                                 | Ì      |       |       |       |       |       | 604          |        | 92     |        |         |         |
| 10. Other bridges; tunnels                    |        |                                 |        | 154   | 77    |       |       |       |              | 525    |        |        |         |         |
| II. Walls                                     |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| 12. Traffic control and safety improvements   |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| .a.Guardrail; fencing; lighting; traffic      |        |                                 |        |       |       |       |       |       |              |        | }      |        |         | 4       |
| control devices                               |        |                                 |        | 182   | 38    | 75    | 94    | 54    | 50           | 13     | 12     | 62     |         | 31      |
| b. Motorist service signs                     | 1      | -                               |        |       |       |       |       |       | <del> </del> |        |        |        | 1       |         |
| c. Safety improvements on completed sections  | 60     |                                 | 15     |       |       |       |       |       |              | 11     | 8      | 31     | 120     | 4       |
| 13. Roadside improvement                      |        |                                 |        |       |       | 1     | _     |       |              |        |        | 1      | 1       | +       |
| a_ Erosion Control                            |        |                                 |        | 68    | 14    | 26    | 38    | 23    | 46           | 6      | 23     | 16     |         | 10      |
| b_Landscaping                                 |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| c_Rest Areas                                  |        |                                 |        |       |       | 104   | 104   |       |              |        |        |        |         |         |
| d Scenic overlooks                            |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| 14. All other items                           |        |                                 |        | 50    |       |       | 50    |       |              |        | 25     | 25     |         |         |
| 15. Subtotal, lines 3 to 14                   | 60     |                                 | 15     | 4280  | 655   | 1270  | 2375  | 859   | 1950         | 729    | 258    | 632    | 120     | 271     |
| 16. Construction Engineering & Contingencies, |        |                                 |        |       |       |       |       |       |              |        |        |        |         |         |
| 10% of Line 15                                | 6      |                                 | 2      | 428   | 66    | 127   | 238   | 86    | 195          | 73     | 26     | 63     | _12     | 27      |
| 17. Total Cost of Construction,               |        |                                 |        | 1     |       |       |       |       |              |        |        |        |         |         |
| Lines 15 & 16                                 | 66     |                                 | 17     | 4708  | 721   | 1397  | 2613  | 945   | 2145         | 802    | 284    | 695    | 132     | 298     |
| 18. Total Estimate Cost, line 1, 2 & 17       | 69     |                                 | 18     | 5145  | 818   | 1403  | 2622  | 945   | 2145         | 812    | 300    | 721    | 132     | 304     |

| STATE | MONTANA |  |
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| INTERSTATE | ROUTE NO | . 9 | 4      |
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| Sheet2     | of _     | 5   | Sheets |

|   |        |        |        |        |               | ESTIMA | TE SECTION | N & FTNANC | E CODE |       |       |       |        |        |
|---|--------|--------|--------|--------|---------------|--------|------------|------------|--------|-------|-------|-------|--------|--------|
| ITEM  | D26.1  | D26.2  | D27    | E1     | E2.1          | E2.2   | E3         | E4         | E4.1   | E5    | E6    | E6.1  | E7     | E8     |
| T T T T T T T T T T T T T T T T T T T         | D26.2  | D27    | El     | E2.1   | E2.2          | E3     | E4         | E4.1       | E5     | E6    | E6.1  | E7    | E8     | E9.0.1 |
|   | 23     | 23     | 23     | 23     | 23            | 23     | 23         |            | 21     | 21    | 21    | 21    | 23     | 23     |
| Section Length, miles (0.1)                   | 5.6    |        | 5.8    | 7.2    | 1.6           | 5.4    | 2.9        |            | 4.4    | 4.5   | 7.5   |       | 4.9    | 8.6    |
| Class: Rural or Urban (R or U)                | R      | R      | R      | R      | R             | R      | R          | R          | R      | R     | R     | R     | R      | R      |
| Urban Area identification (name and code)     |        |        |        |        | _             |        |            |            |        |       |       |       |        |        |
| Location: Existing, new or toll (E, N or T)   | N      | И      | N      | N      | И             | N      | N          | N          | N      | N     | N     | N     | N      | N      |
| Mileage increment: Code 1, 2, 3 or 4          | 1      | 1      | 1      | 1      | 1             | 1      | _ 1        | 1_         | 1      | 1     | 1     | 1     | 1      | 1      |
| No. Lanes to be constructed this estimate     | 2      | 2      | 2      | 2      | 2             | 2      | 4          | 4          | 0      | 0     | 0     | 0     | 2      | 2      |
| No. Lanes to be improved this estimate        | 0      | 0      | 0      | 0      | 0             | 0      | 0          | 0          | 0      | 0     | 0     | 0     | 0      | 0      |
| No. through traffic lanes                     | 4      | 4      | 4      | 4      | 4             | 4      | 4          | 4          | 4      | 4     | 4     | 4     | 4      | 4      |
| Status of improvement October 31, 1969        | 2a(2)f | 2a(2)f | 2a(2)f | 2a(2)f | 2s(2)f        | 2a(2)f | 3a(3)      | 3a(3)      | 3a(2)  | 3a(2) | 3a(3) | 3a(3) | 2a(2)f | 2a(2)f |
| WORK CLASSIFICATION                           |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| 1. Preliminary Engineering                    | 11     | 8      | 12     |        |               |        |            |            |        | ·     |       |       |        |        |
| 2. Right-of-Way                               | 1      |        |        |        |               |        |            |            |        |       |       |       |        |        |
| a. Right-of-Way and acquisition               | 10     | 2      | 3      | 5      | 2             | 5      | 675        | 36         | ì      |       |       |       | 10     | 15     |
| b. Relocation payments                        |        |        |        |        |               |        | 100        |            |        |       |       |       |        |        |
| 3. Clear & grub; demolition                   |        |        |        |        |               |        | ·          |            |        |       |       |       |        |        |
| 4. Utility adjustments                        | 8      | 2      | 2      | 2      | × <del></del> | 3      | 80         | 20         |        |       |       |       | 9      | 9      |
| 5. Grade & drain; minor structures            | 438    | 414    | 293    | 555    | 84            | 520    | 789        | 438        |        |       |       |       | 424    | 730    |
| 6. Subbase; base; surfacing; shoulders        | 332    | 257    | 336    | 418    | 93            | 313    | 452        | 531        |        |       |       |       | 287    | 594    |
| 7. R.R. grade separations                     |        |        |        |        |               | 210    | 118        |            |        |       |       |       |        |        |
| 8. Highway grade separations without ramps    |        |        | 120    |        |               |        |            | 103        |        |       |       |       | 37     |        |
| 9. Interchanges                               | 310    | 97     |        |        |               | 69     | 690        |            |        |       |       |       | 149    | 102    |
| 10. Other bridges; tunnels                    |        | 99     |        | 103    |               | 129    |            |            |        |       |       |       | 47     |        |
| 11. Walls                                     |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| 12. Traffic control and safety improvements   |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| .a.Guardrail; fencing; lighting; traffic      |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| control devices                               | 79     | 48     | 37     | 29     | 7             | 22     | 93         | 45         |        |       |       |       | 45     | 45     |
| b. Motorist service signs                     |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| c. Safety improvements on completed sections  | 39     | 15     | 3      | 42     | 12            | 58     |            |            |        |       |       |       | 11     | 53     |
| 13. Roadside improvement                      |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| a. Erosion Control                            | 25     | 37     | 45     | 33     | 7             | 43     | 40         | 20         | •      |       |       |       | 22     | 57     |
| b. Landscaping                                |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| c Rest Areas                                  |        |        |        |        |               | ·      |            |            |        |       |       |       |        |        |
| d. Scenic overlooks                           |        |        |        |        |               |        |            |            |        |       | _     |       | ]      |        |
| All other items                               |        | 25     | 50     | 25     | 25            |        |            |            |        |       |       |       | 50     | 25     |
| 15. Subtotal, lines 3 to 14                   | 1231   | 994    | 886    | 1207   | 228           | 1367   | 2262       | 1157       |        |       |       |       | 1081   | 1615   |
| 16. Construction Engineering & Contingencies, |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| 10% of Line 15                                | 123    | 99     | 89     | 121    | 23            | 137    | 226        | 116        |        |       |       |       | 108    | 162    |
| 17. Total Cost of Construction,               |        |        |        |        |               |        |            |            |        |       |       |       |        |        |
| Lines 15 & 16                                 | 1354   | 1093   | 975    | 1328   | 251           | 1504   | 2488       | 1273       |        |       |       |       | 1189   | 1777   |
| 18. Total Estimate Cost, line 1, 2 & 17       | 1375   | 1103   | 990    | 1333   | 253           | 1509   | 3263       | 1309       |        |       |       |       | 1199   | 1792   |

| STATEMONTANA | INTERSTATE ROUTE NO94 |
|--------------|-----------------------|
| STATE        | Sheet 3 of 5 Sheets   |

|   |        |             |        | <del></del> |        | ESTIMA | TE SECTIO | N & FINANC | E CODE |       |       |          |          |       |
|---|--------|-------------|--------|-------------|--------|--------|-----------|------------|--------|-------|-------|----------|----------|-------|
| ITEM  | E9.0.1 | E9.0.2      | E9.0.3 | ElO         | Ell    | E12    | E13       | E14        | E14.1  | E15.1 | Fl    | F2<br>F3 | F3       | F4    |
|   | E9.0.2 | E9.0.3      | ElO    | Ell         | El2    | E13    | E14       | E14.1      | E15.1  | F1    | F2    | F3       | F3<br>F4 | F5    |
|   | 23     | 23          | 23     | 23          | 23     | 23     | 23        | 22         | 22     | 23    | 23    | 23       | 23       | 21    |
| Section Length, miles (0.1)                   | 6.3    | 0.8         | 1.4    | 1.2         | 3.0    | 4.9    | 2.5       | 0.7        | 5.1    | 8.9   | 6.3   | 4.1      | 4.0      | 2.2   |
| Class: Rural or Urban (R or U)                | R      | R           | R      | R           | R      | R      | R         | R          | R      | R     | R     | R        | R        | R     |
| Urban Area identification (name and code)     |        |             |        |             |        |        |           |            |        |       |       |          |          |       |
| Location: Existing, new or toll (E, N or T)   | N      | . N         | N      | N           | N      | N      | N         | E          | E      | N     | N     | N        | N        | N     |
| Mileage increment: Code 1, 2, 3 or 4          | 1      | 1           | _ 1    | 1           | 1      | 1      | 1         | 1          | 1      | 1     | 1     | 1        | 1        | 1     |
| No. Lanes to be constructed this estimate     | 2      | 0           | 2      | 2           | 2      | 2      | 2         | 2          | 4      | .4.   | 4     | 4        | 4        | 0     |
| No. Lanes to be improved this estimate        | 0      | 0           | 0      | 0           | 0      | 0      | 0         | 0          | 0      | 0     | 0     | 0        | 0        | 0     |
| No. through traffic lanes                     | 4      | 4           | 4      | 4           | 4      | 4      | 4         | 4          | 4      | 4     | 4     | 4        | 4        | 4     |
| Status of improvement October 31, 1969        | 2a(2)f | la(1)f      | 2a(2)f | 2a(2)f      | 2a(2)f | 2a(2)f | 2a(2)f    | 2a(2)f     | 4a(3)  | 4a(1) | 4a(1) | 3a(3)    | 3a(3)    | 3a(2) |
| WORK CLASSIFICATION                           |        | ]           |        |             |        | _      |           |            |        |       |       |          |          |       |
| 1. Preliminary Engineering                    |        |             |        |             | ·      |        |           | 1          | 7      | 12    |       |          |          |       |
| 2. Right-of-Way                               |        |             |        |             |        |        |           |            |        |       |       |          |          |       |
| a. Right-of-Way and acquisition               | 5      |             | 2      | 1           | 5      | 6      | 5         | 25         | 28     | 1     |       |          |          |       |
| b. Relocation payments                        |        |             |        |             |        |        |           |            |        |       |       |          |          |       |
| 3. Clear & grub; demolition                   |        |             |        |             |        |        |           |            |        |       |       |          |          |       |
| 4. Utility adjustments                        | 5      |             | 2      | 2           | 6      | 6      | 5         | 5          | 10     |       |       |          |          |       |
| 5. Grade & drain; minor structures            | 895    |             | 86     | 189         | 316    | 348    | 225       | 145        | 919    | 1600  | 1015  |          |          |       |
| 6. Subbase; base; surfacing; shoulders        | 491    |             | 81     | 70          | 174    | 289    | 145       | 55         | 424    | 1388  | 991   | 476      | 464      |       |
| 7. R.R. grade separations                     |        |             |        |             |        |        |           |            |        |       |       | 713      | 707      |       |
| 8. Highway grade separations without ramps    | 66     |             | 38     | 69          | 124    | 111    |           |            |        | 171   | 178   |          |          |       |
| 9. Interchanges                               |        | 21          |        | 178         | 135    |        |           | 174        |        | 273   |       |          | 24       |       |
| 10. Other bridges; tunnels                    |        |             | 262    |             |        |        |           |            |        | 275   |       |          |          |       |
| 11. Walls                                     |        |             |        |             |        |        |           |            | 1      |       |       | 1        |          |       |
| 12. Traffic control and safety improvements   |        |             |        |             |        |        |           |            |        |       |       |          |          |       |
| .a.Guardrail; fencing; lighting; traffic      | i      |             |        | į.          |        |        |           | -          |        |       |       |          |          |       |
| control devices                               | 26     | 3           | 11     | 16          | 39     | 21     | 16        | 14         | 103    | 160   | 82    | 6        | 6        |       |
| b. Motorist service signs                     | ~~~    | <del></del> |        |             |        |        |           |            |        |       | 02    | <u> </u> |          | -     |
| c. Safety improvements on completed sections  | 54     | 10          | 5      | 23          | 35     | 26     | 20        | -          |        | 1     |       |          |          | -     |
| 13. Roadside improvement                      |        |             |        | ~/          |        | 20     | 20        |            |        |       |       | +        |          |       |
| a Erosion Control                             | 1.77   | 18          | 6      | 5           | 32     | 41     | 1 11      | 22         | 38     | 67    | 48    |          |          |       |
| b Landscaping                                 | 41     | . 10        | Ŭ      |             | )~     | F4-L   |           | hu hu      | )~_    | 01    | 40    |          |          |       |
| c_Rest_Areas                                  |        |             |        |             |        | -      |           |            | 175    |       |       |          |          |       |
| d. Scenic overlooks                           |        |             |        |             |        |        |           |            | -17    |       |       |          |          |       |
| All other items                               | 50     |             | 25     | 64          | 25     | 74     | 25        |            | 50     | 50    |       |          |          |       |
| 15. Subtotal, lines 3 to 14                   | 1634   | 52          | 516    | 616         | 886    | 916    | 447       | 415        | 1719   | 3984  | 2314  | 482      | 494      |       |
| 16. Construction Engineering & Contingencies, | 10)4   | 16          | 710    | 010         | 000    | 910    | 441       | 417        | 4(1)   | 7704  | 6.214 | 402      | 474      |       |
| 10% of Line 15                                | 163    | 5           | 52     | 62          | 89     | 92     | 45        | 42         | 172    | 398   | 231   | 48       | 49       |       |
| 17. Total Cost of Construction.               | 10)    |             | 12     | 02          |        | 12     | 47        | 72         | 1,12   | 7,0   | 23I   | 40       | 49       |       |
| Lines 15 & 16                                 | 1797   | 57          | 568    | 678         | 975    | 1008   | 492       | 457        | 1891   | 4382  | 25.15 | 520      | 512      |       |
|   | 1802   | 57          | 570    |             |        |        |           | 483        | 1926   | 1     | 2545  | 530      | 543      |       |
| 18. Total Estimate Cost, line 1, 2 & 17       | 1802   | 57          | 570    | 679         | 980    | 1014   | 497       | 403        | 1920   | 4394  | 2545  | 530      | 543      |       |

| STATE | MONTANA | INTERST | ATE ROU' | TE NO. |   | 94     |
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|   |          |          |       |          |  | ESTIMA | TE SECTIO | N & FINANC   | E CODE         |                |              |       |              |              |
|---|----------|----------|-------|----------|--|--------|-----------|--------------|----------------|----------------|--------------|-------|--------------|--------------|
| ITEM  | F5<br>F6 | F6<br>F7 | F7    | F8<br>F9 | F9   | F10    | Fll       | F12<br>F13.1 | F13.1<br>F13.2 | F13.2<br>F13.3 | F13.3        | F14   | F14.1        | F15          |
|   |          |          | F8    |          | F10  | Fll    | F12       |              |                |                | F14          | F14.1 | F14.1<br>F15 | F15<br>F15.1 |
|   | 21       | 23       | 23    | 22       | 22   | 22     | 22        | 23           | 23             | 21             | 21           | 21    | 21           | 23           |
| Section Length, miles (0.1)                   | 4.3      | 2.5      | 0.2   | 4.0      | 5.9  | 5.5    | 7.3       | 1.5          | 2.1            | 1.0            | 0.3          | 0,1   | 0.2          | 1.0          |
| Class: Rural or Urban (R or U)                | R        | R        | R     | R        | R  | R      | R         | R            | Ų              | R              | R            | U     | U            | U            |
| Urban Area identification (name and code)     |          |          |       |          |  |        |           |              | 360#           |                |              | _360  | 360          | 360#         |
| Location: Existing, new or toll (E, N or T)   | N        | N        | N     | E        | E  | Е      | _ E       | N            | N              | N              | N            | N     | N            | Е            |
| Mileage increment: Code 1, 2, 3 or 4          | 1        | 1        | 1     | 1        | 11   | 1      | i         | 1            | 1              | 1              | 1            | 1     | _ 1          | 1            |
| No. Lanes to be constructed this estimate     | 0        | 4        | 4     | . 4      | 4  | 4      | 4         | 0            | 0              | 0              | 0            | 0     | 0            | 0            |
| No. Lanes to be improved this estimate        |          | 0        | 0     | 0        | 0  | 0      | 0         | 0            | 0              | 0              | 0            | 0     | 0            | 0            |
| No. through traffic lanes                     | 4        | 4        | 4     | 4        | 4  | 4      | 4         | 4            | 4              | 4              | 4            | 4     | 4            | 4            |
| Status of improvement October 31, 1969        | 3a(2)    | 4a(3)    | 4a(3) | 4a(3)    | 4a(3)  | 4a(3)  | 4a(3)     | 3a(2)        | 3a(2)          | 3a(2)          | 3a(2)        | 3a(2) | 3a(2)        | 3a(2)        |
| WORK CLASSIFICATION                           |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| 1. Preliminary Engineering                    |          |          |       |          | 3  | 3      | 4         | 1            | 1              |                |              |       |              | 1            |
| 2. Right-of-Way                               |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| a. Right-of-Way and acquisition               |          | 86       | 4     | 20       | 34   | 57     | 117       |              |                |                |              |       |              | 1            |
| b. Relocation payments                        |          | 8        |       |          |  |        |           |              |                |                |              |       |              |              |
| 3. Clear & grub; demolition                   |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| 4. Utility adjustments                        |          | 4        | 1     | 10       | 30   | 10     | 15        |              |                |                |              |       |              |              |
| 5. Grade & drain; minor structures            |          | 580      |       | 722      | 771  | 754    | 943       |              |                |                |              |       |              |              |
| 6. Subbase; base; surfacing; shoulders        |          | 297      |       | 630      | 933  | 886    | 1178      |              |                |                |              |       |              |              |
| 7. R.R. grade separations                     |          | 201      |       |          |  |        |           |              |                |                |              |       |              |              |
| 8. Highway grade separations without ramps    |          |          |       | 118      | 73   |        | 218       |              |                |                |              |       |              |              |
| 9. Interchanges                               |          | 267      |       |          | 322  | 278    | 311       | 21           | 21             |                |              |       |              | 21           |
| 10. Other bridges; tunnels                    |          |          | 2602  |          |  |        |           |              |                |                |              |       |              |              |
| 11. Walls                                     |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| 12. Traffic control and safety improvements   |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| .a.Guardrail; fencing; lighting; traffic      |          |          |       |          |  |        |           |              |                |                |              |       |              |              |
| control devices                               | 1        | 37       | 1     | 44       | 81   | 53     | 79        |              |                |                |              |       |              |              |
| b. Motorist service signs                     | 1        |          |       | 1        | <del>                                     </del> |        |           |              |                |                |              |       |              |              |
| c. Safety improvements on completed sections  | -        |          |       |          |  |        |           |              |                |                |              |       |              |              |
| 13. Roadside improvement                      | +        |          |       |          | -  |        | _         |              |                |                | <del> </del> |       |              |              |
| a Erosion Control                             |          | 37       |       | 49       | 63   | 41     | 73        |              |                | 1              |              |       |              |              |
| b. Landscaping                                |          |          |       | 7.2.     |  |        |           |              |                |                |              |       |              |              |
| c Rest Areas                                  |          |          |       | 175      |  |        |           |              |                |                | -            |       |              |              |
| d Scenic overlooks                            |          |          |       | 1/       |  |        |           |              |                |                |              |       |              |              |
| All other items                               |          |          |       |          | 99   |        |           |              |                |                |              |       |              |              |
| Subtotal, lines 3 to 14                       |          | 1423     | 2604  | 1748     | 2372   | 2022   | 2817      | 21           | 21             |                |              |       |              | 21           |
| 16. Construction Engineering & Contingencies, |          | 146)     | 2004  | 1140     | 4)12   | 2022   | NOT 1     |              | True order     |                |              |       |              |              |
| 10% of Line 15                                |          | 142      | 260   | 175      | 237  | 202    | 282       | 2            | 2              |                |              |       |              | 2            |
| 17. Total Cost of Construction,               | 1        | 146      | 200   | 117      | 471  | 202    | 2010      | ~            |                |                |              |       |              |              |
| Lines 15 & 16                                 |          | 1565     | 2864  | 1923     | 2609   | 2224   | 3099      | 23           | 23             |                |              |       |              | 23           |
| 18. Total Estimate Cost, line 1, 2 & 17       |          | 1659     | 2868  | 1943     | 2646   | 2284   | 3220      | 24           |                |                |              |       |              | 24           |
| 20. 10 out bounded cost, fille 1, 2 & 1/      |          | 1079     | 2000  | 1 1742   | 2040   | 2204   | 1220      | ~+           | 1              | L              |              |       |              |              |

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| INTERS | TATE | ROUTE | NO |   | 94     |
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| Sheet  | 5    | of    | ſ  | 5 | Sheets |

|   |       |        | SUBT   | OT AT.       |            |            |              |                 |   |       |       |           |
|---|-------|--------|--------|--------------|------------|------------|--------------|-----------------|---|-------|-------|-----------|
| ITEM  | F15.1 | F16    | F17.1  | F17.2<br>F18 | F18<br>F19 | F19<br>F20 | F20<br>F21   | 1 & FINANCE COD |   |       |       | TOTAL FOR |
|   | F16   | F17.1  | F17.2  |              |            |            |              |                 |   | RURAL | URBAN | ROUTE     |
|   | 21    | 22     | 23     | 23           | 22         | 22         | 22           |                 |   |       |       |           |
| Section Length, miles (0.1)                     | 1.7   | 1.4    | 2.7    | 12.8         | 4.7        | 4.7        | 5.9          |                 |   | 245.2 | 3.4   | 248.6     |
| Class: Rural or Urban (R or U)                  | R     | R      | R      | R            | R          | R          | R            |                 |   |       |       |           |
| Urban Area identification (name and code)       |       |        |        |              |            |            |              |                 |   |       |       |           |
| Location: Existing, new or toll (E, N or T)     | E     | E      | N      | N            | E          | E          | E            |                 |   |       |       |           |
| Mileage increment: Code 1, 2, 3 or 4            | 1     | 1      | _1_    | 1_           | 1          | 1          | 1            |                 |   |       |       |           |
| No. Lanes to be constructed this estimate       | 0     | 2      | 2      | 2            | 2          | 2          | 2            |                 |   |       |       |           |
| No. Lanes to be improved this estimate          | 0     | 0      | 0      | 0            | 0          | 0          | 0            |                 |   |       |       |           |
| No. through traffic lanes                       | 4     | 4      | 4      | 4            | 4          | 4          | 4            |                 |   |       |       |           |
| Status of improvement October 31, 1969          | 3a(2) | 2a(2)f | 2a(2)f | 2a(2)f       | 2a(2)f     | 2a(2)f     | 2a(2)f       |                 |   |       |       |           |
| WORK CLASSIFICATION                             |       |        |        |              |            |            |              |                 |   |       |       |           |
| 1. Preliminary Engineering                      |       |        |        |              |            |            |              |                 |   | 120   | 2     | 122       |
| 2. Right-of-Way                                 |       |        |        |              |            |            |              |                 |   |       |       | 122       |
| a. Right-of-Way and acquisition                 |       | 6      | 10     | 34           | 14         | 12         | 20           |                 |   | 1789  |       | 1789      |
| b. Relocation payments                          |       | , i    |        | 74           |            |            | 1            |                 |   | 126   |       | 126       |
| 3. Clear & grub; demolition                     |       |        |        |              |            |            | 1            |                 |   | 120   |       | 120       |
| 4. Utility adjustments                          |       | 5      | 5      | 20           | 10         | 10         | 15           |                 |   | 374   | 1     | 374       |
| 5. Grade & drain; minor structures              |       | 247    | 211    | 1240         | 296        | 312        | 409          |                 |   | 23081 | +     | 23081     |
| 6. Subbase; base; surfacing; shoulders          |       | 130    | 211    | 1065         | 381        | 367        | 460          |                 |   | 19038 |       | 19038     |
| 7. R.R. grade separations                       |       | 1,00   | 211    | 1007         | 70,1       | 201        | 400          |                 |   | 529   |       | 529       |
| 8. Highway grade separations without ramps      |       | 89     |        | 89           |            |            |              |                 |   | 2063  |       | 2063      |
| 9. Interchanges                                 |       | 9./_   |        | 470          | 317        | 160        | 285          |                 |   | 5349  | 42    | 5391      |
| 10. Other bridges; tunnels                      |       |        | 108    | 470          | 217        | 164        | 20)          |                 |   | 4545  | 4~    | 4545      |
| II. Walls                                       | -     |        | 1,00   |              |            | 104        | -            |                 |   | 4,747 |       | 4747      |
| 12. Traffic control and safety improvements     |       |        |        |              |            |            | <del> </del> |                 |   | +     |       | _         |
|   |       |        |        |              |            |            |              |                 |   |       |       |           |
| .a.Guardrail; fencing; lighting; traffic        |       |        | 2.0    | 3.00         | 1.0        |            |              |                 | 1 | 27 67 |       | 07.07     |
| control devices                                 |       | 52     | 16     | 138          | 43         | 41         | 32           |                 |   | 2181  |       | 2181      |
| b. Motorist service signs                       |       |        |        |              |            |            |              |                 |   | 700   |       | -         |
| c. Safety improvements on completed sections    |       | 7      | 12     | 31           | 9          | 8          | 7            |                 |   | 729   |       | 729       |
| 13. Roadside improvement                        |       |        | 7.0    | F1/          | 5.0        | 07         | 02           |                 |   | DOC F |       | 7.200     |
| a Erosion Control                               |       | 6      | 12     | 76           | 58         | 21         | 27           |                 |   | 1397  |       | 1397      |
| b_Landscaping                                   |       |        |        |              |            |            |              |                 |   |       |       | ((0       |
| c <u>Rest Areas</u>                             |       |        |        | 104          |            |            |              | ļ               |   | 662   |       | 662       |
| d. Scenic overlooks                             |       |        |        |              |            |            |              |                 |   | 43.0  | 1     | 47.0      |
| 14. All other items 15. Subtotal, lines 3 to 14 |       |        |        |              |            |            |              |                 |   | 812   |       | 812       |
| Subtotal, lines 3 to 14                         |       | 536    | 575    | 3233         | 1114       | 1083       | 1235         |                 |   | 60760 | 42    | 60802     |
| 16. Construction Engineering & Contingencies,   |       |        |        |              |            |            |              |                 |   |       |       | (0)       |
| 10% of Line 15                                  |       | 54     | 58     | 323          | 111        | 108_       | 124          |                 |   | 6079  | 4     | 6083      |
| 17. Total Cost of Construction,                 |       |        |        |              |            |            |              |                 |   |       |       |           |
| Lines 15 & 16                                   |       | 590    | 633    | 3556         | 1225       | 1191       | 1359         |                 |   | 66839 | 46    | 66885     |
| 18. Total Estimate Cost, line 1, 2 & 17         |       | 596    | 643    | 3590         | 1239       | 1203       | 1379         |                 |   | 68874 | 48    | 68922     |

| Signature: Jesus M. | 1 Chiterin | State Highway Engineer | March 1, 1970 |
|---------------------|------------|------------------------|---------------|
| State:              | Name       | Title                  | Date          |
| 1499                | towart     | Division Engineer      | March 1, 1970 |
| BPR:                | Name       | Title                  | Date          |

BY ESTIMATE SECT.

STATE MONTANA

INTERSTATE ROUTE NO. 94
Sheet 1 of 5 Sheets

|  | <del></del>                                      |             |  |          |              |           |  |               |  |                 | ਸ  | בית אורך ידי                                   | יד כדרת        | TON     | & FINANCE   | T CODE         |               |           |         |               |  |     |           |             |
|--|--|-------------|--|----------|--------------|-----------|--|---------------|--|-----------------|--|--|----------------|---------|-------------|----------------|---------------|-----------|---------|---------------|--|-----|-----------|-------------|
|  | D2.6   |             | Dan  | 7        | DIO          |           | D19  | )             | D20  | ) ]             | D20  |  |                | _       |             |                |               | 22.2      | Т       | 122           | Day  |     | DOC 0 1   | D05 0       |
| ITEM   | D16  |             | D17  |          | D18          |           | D19  |               | D20  |                 | D20  |  | D21.1<br>D21.2 |         | D21.2       | D22.1<br>D22.2 |               | 122.2     |         | )23<br>)24    | D24  |     | D25.0.1   | D25.0.2     |
| Ť Ť ŒIAĪ   | D17  |             | DTS  |          | D19          | 23        | DZC  | 23            | שבנ  | 23              | DZI  | 23   |                | 23      | D22.1<br>23 | 23             | $\rightarrow$ | 23        |         | 23            |  |     | D25.0.2   |             |
| 2 11 2 12 (0.1)  | +  | 23          |  | 20       | 7            |           | ┼  | 9.0           |  | 1.9             |  | 3.4  |                | .1      | 3.0         | 3.7            |               | 1.3       |         | 1.0           |  | 3   | 23        | 23          |
| Section length, miles (0.1)                              | +  | 6.5         | <del> </del>                                     | 6.5<br>R | <del></del>  | 10.5<br>R | +  | 9.0<br>R      |  | <u>т.у</u><br>R | <del>                                     </del> | <u>٠.4                                    </u> |                | R       | 3.U<br>R    | 2.7<br>R       |               | F         | _       | 1.0<br>R      | 3.   | R R | 4.0       | 2.1         |
| Class: Rural or Urban (R or U)                           | +  | R           | -  | R        | <del> </del> | R         | <del>                                     </del> | ņ             |  | Л               |  | Л  |                | п       | R           | л              | +             | Г         |         | Л             |  | П   | R         | R           |
| Urban Area identification (name and code)                | <del> </del>                                     | N           |  | N.T.     |              | 7.4       | +  | N             |  | N               | <del> </del>                                     | N  |                | NĪ      | M           | N              |               | 1         | ,       | N             |  | NT. | ) l       | 27          |
| Location: Existing, new or toll (E, N or T)              | +-   | N           | <del>                                     </del> | <u>N</u> | -            | 1/        | +  | 1//           | <del>                                     </del> | IN T            | $\vdash$   | - 1/   |                | N       | IN T        | 1/             |               | 1/        | V       | 1\            |  | N   | N         | N           |
| Mileage increment: Code 1, 2, 3 or 4                     | +-   |             |  | <u>_</u> |              |           |  | <u></u>       | <del> </del>                                     | <u></u>         |  | +  |                | <u></u> | Δ,          |                |               |           | -       |               |  | 1   | 1         | 1           |
| No. Lanes to be constructed this estimate                | <del> </del>                                     | 0           |  | 0        |              | 0         | <b></b>  | <u>4</u><br>0 |  | 4               | -  | 0  |                | 4       | 4           | 4<br>0         | <del></del>   |           | -       | 2             |  | 2   | 0         | 2           |
| No. Lanes to be improved this estimate                   | +  | 0           | -  | 0        |              | 0         | +  | 0             |  | <u> </u>        | <del> </del> -                                   | ,  |                | 0       | 0           | 0              | _             |           | , –     | 0             |  | 0   | 0         | 0           |
| No. through traffic lanes                                | -  | 4           | <del></del>                                      | 4        | 2 /2         | 4         | <del>                                     </del> | 4             | 1  | 4               | <del>                                     </del> | 4-   | 1 /2           | 4       | 4           | 4-17           |               | 2-12/     | 1       | 2-(2)2        |  | 4   | 4         | 4           |
| Status of improvement, October 31, 1969 (PR-511)         | la(  | 1)f         | la(  | (1)f     | la(1         | L) f      | 48   | a(3)          | 48   | a(3)            | 4  | a(1)   | 4a(]           | L )     | 4a(1)_      | 4a(1)          |               | 2a(2)f    |         | 2a(2)f        | 2a(2)  | 1   | la(1)f    | 2a(2)f      |
|  | 1  |             |  |          |              |           |  |               |  |                 |  | ~ / ~ -  |                |         |             |                |               |           |         |               |  |     |           |             |
|  |  |             |  |          |              |           |  |               | ESTIM  | LATED           | COSTS  | S = (\$1)                                      | ,000) A        | ND 1    | NUMBER OF   | UNITS A        | ND ST         | RUCTU     | RES     |               |  |     |           |             |
| The West Present   | <b>—</b>   |             | 1  |          |              | 1         | _  | 1             | _  |                 |  | +  |                |         |             |                | _             |           |         |               |  |     |           | T           |
| Item No. From WORK CLASSIFICATION                        | IInit  | -   C+n     | IInid  | H S+n    | IIni+        | S+n       | Unid   | +   <+ ~      | IIni+  | Stn             | IIni+  | Stn  | Unit           | S+ n    | Unit Str    | Unit St        | n lin         | i +   S+- | n   III | nit Str       | IIni+ St   | - n | Ilnit Stn | Unit Str    |
| Table 0  | UIII   | 0 201       | UIII   | 9 501    | OHILG        | 1001      | 0111   | 0 501         | 011110   | 1001            | 0111.0   | , 501  | 0112.4         | 201     | 01110   201 | oni q be       | ,1 011.       | 10 100.   |         | 1114 201      | 01110 00   | 0.1 | 01114 201 | 01111 501   |
| 7. R.R. grade separation - Cost                          | -  | т           | <u> </u>   | ,        |              |           | -  | 7             | <del>                                     </del> |                 |  | ,  |                |         |             |                | _             |           |         |               |  | _   |           | <del></del> |
| a. No. to be constructed                                 | 1  |             |  | 1        |              | <u> </u>  | ļ  |               |  | 1               | <u> </u>   | <u> </u>                                       |                |         |             |                | -             | i_        |         |               |  | 1   | L         | 1           |
| Cost   | ļ  | <del></del> | ļ  | ,        | ļ            | ,         | ļ  | 4             | ļ  |                 | ļ  |  |                |         |             |                | $\rightarrow$ |           |         |               | ļ  |     |           | ļ           |
| b. No. in service or authorized - to be improved         | ļ  |             | <u> </u>   |          |              | <u> </u>  | ļ  | 1             | ļ  | <u></u>         | ļ  |  |                |         |             | <u> </u>       |               |           | _ _     |               |  |     |           | <u> </u>    |
| Cost   | <del>  </del>                                    | ,           |  |          |              |           | ļ  |               | ļ  | ,               |  |  |                |         |             | ļ              |               |           |         | ·             |  |     |           | <del></del> |
| c. No. in service - cost = zero                          | <u> </u>   | ļ           | <u> </u>   |          | 1            | 2         | <u> </u>   | ļ             | <del> </del>                                     | Ļ               |  | <b>_</b>                                       |                |         |             |                |               |           |         | $\rightarrow$ |  |     |           |             |
| d. No. in authorized status - cost = zero                |  |             |  |          |              | 1         |  |               |  | <u> </u>        |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| 8. <u>Highway grade separations without ramps - Cost</u> | 1  |             | <u> </u>   |          |              |           | <u> </u>   |               | <u> </u>   |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| a. No. to be constructed                                 |  |             |  |          |              | <u>L</u>  | 4  | 8             | <u> </u>   | 1               | 1  | 2  |                |         |             |                |               |           |         |               |  |     |           |             |
| Cost   | <u> </u>   |             | <u> </u>   |          |              |           | 1  | 377           |  |                 |  | 82   |                |         |             |                |               |           |         |               |  |     |           | ļ           |
| b. No. in service or authorized - to be improved         | 1  |             |  |          |              | 1         |  |               | <u> </u>   |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| Cost   | ļ  | -,          | <u> </u>   |          |              |           |  |               | <u> </u>   |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| c. No. in service - cost = zero                          | 1  | 2           | 1  | 2        | 3            | 5         |  |               |  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| d. No. in authorized status - cost = zero                |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           | ļ           |
| 9. <u>Interchanges - Cost</u>                            | <u> </u>   |             |  |          |              |           | <u> </u>   |               |  | _               |  |  |                |         |             | 1              |               |           |         |               |  |     |           |             |
| a. No. to be constructed                                 |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             | 2 3            |               |           |         |               |  |     |           |             |
| Cost   |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             | 238            |               |           |         |               |  |     |           |             |
| b. No. in service or authorized - to be improved         | 1  | 2           |  |          | 2            | 3         |  |               |  |                 |  |  |                |         |             |                |               |           |         | 1 1           |  |     |           |             |
| Cost   |  |             |  |          |              |           |  |               | Ţ  |                 |  |  |                |         |             |                |               |           |         | 31            |  |     |           |             |
| c. No. in service - cost = zero                          |  |             | Ĺ  |          |              |           |  |               |  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| d. No. in guthorized status - cost = zero                |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| 10. Other bridges and tunnels - Cost                     |  |             |  |          |              |           |  |               | _  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| a. No. to be constructed                                 |  |             |  |          |              |           | 2  | 3             | 1  | 2               |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| Cost   |  |             |  |          |              |           |  | 154           |  | 77              |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| b. No. in service or authorized - to be improved         |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             |                |               | 1 1       | 2       |               |  |     |           |             |
| Cost   |  |             |  |          |              |           |  |               | 1  |                 |  |  |                |         |             |                |               | 52        | 5       |               |  |     |           |             |
| c. No. in service - cost = zero                          | 1  | 2           |  |          | 1            | 2         |  |               |  |                 |  |  |                |         |             |                |               |           |         |               |  |     |           |             |
| d. No. in authorized status - cost = zero                |  |             |  |          |              |           |  |               |  |                 |  | 1  |                |         |             |                |               |           |         |               |  |     |           |             |
|  |  | -           |  |          |              |           |  | 1             |  |                 |  |  | <del></del>    |         |             |                |               |           |         |               |  |     |           |             |
|  | l  |             |  |          |              |           |  |               |  | ESTIM           | IATED  | COSTS  | S (\$1,C       | 000)    | AND NUMBI   | ER OF RE       | ST AF         | REAS      |         |               |  |     |           |             |
| 13c. Rest Areas - Cost                                   |  |             |  |          |              |           | T  |               |  |                 |  |  |                |         |             |                |               | -         |         |               | T  |     |           |             |
| a. No, to be constructed                                 | <del>                                     </del> |             |  |          |              |           |  |               | <del> </del>                                     | <u> </u>        |  | 7  | 7              |         |             |                |               |           |         |               | 1  |     |           |             |
| Cost   |  |             |  |          |              |           |  |               |  |                 | 1  | 04   | 10,            | 1.      |             |                |               |           |         |               |  |     |           |             |
| b. No. in service or authorized - to be improved         |  |             |  |          |              |           |  |               |  |                 |  | 94   |                | Ť       |             |                |               |           |         |               | 1  |     |           |             |
| Cost   |  |             |  |          |              |           | <del>                                     </del> |               |  |                 |  |  |                |         |             |                |               |           | -       |               |  |     |           |             |
| c. No. in service - cost = zero                          | 1  |             |  |          |              |           |  |               | _  |                 |  |  |                |         |             |                | -             |           |         |               | <del>                                     </del> |     |           |             |
|  | <del> </del>                                     |             |  |          |              |           |  |               | _  |                 |  |  |                |         |             |                | -             |           | -       |               | -  |     |           | +           |
| d. No. in authorized status - cost = zero                |  |             |  |          |              |           |  |               |  |                 |  |  |                |         |             | 1              |               |           |         |               |  |     |           |             |

STATE MONTANA

INTERSTATE ROUTE NO. 94
Sheet 2 of 5 Sheets

|  | T  |             |  |          |             |                       |  |               |  |         | ES   | TIMAT           | E SEC    | TON         | & FIN  | ANCE          | CODE        |               | _        |         |      | _        |              |          |          |                   |          |          |
|--|--|-------------|--|----------|-------------|-----------------------|--|---------------|--|---------|--|-----------------|----------|-------------|--|---------------|-------------|---------------|----------|---------|------|----------|--------------|----------|----------|-------------------|----------|----------|
|  | D26  | . 1         | D26  | . 2      | D27         |                       | El   |               | E2.  | ٦       | E2.2   |                 |          | 714011      |  |               |             | T             | T.S.     |         | E6   |          | TP/          | 7        | DC.      |                   | E8       | $\dashv$ |
| ITEM   | D26  |             | D27  |          | El          |                       | E2.  | 7             | E2.  | 2       | E3   | -               | E3<br>E4 |             | E4<br>E4.1                                       | - 1           | E4.1<br>E5  |               | E5<br>E6 |         | E6.1 | 1        | E6.          | Τ        | E7       |                   | E9.0.1   |          |
| T 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7                  | DEO  | 23          | DE   | 23       | N-4-I       | 23                    |  | 23            |  | 23      |  | 23              | 2324     | 23          |  | 23            | 21          | _             |          | 21      |      | 21       | 201          | 21       | DO       | 23                | 23       |          |
| Section length, miles (0.1)                              |  | 5.6         | -  | 4.1      | <u> </u>    | 5.8                   | <del>                                     </del> | 7.2           | 1  | 1.6     |  | 5.4             |          | 2.9         |  | .7            | 4.4         | o             |          | .5      | r    | 7.5      |              | 0.7      |          | 4.9               | 8.6      |          |
| Class: Rural or Urban (R or U)                           | 1  | R           | -  | R        | -           | R                     | _  | R             |  | R       |  | R               | ,        | R           | ~  | R             | F           |               |          | R       |      | R        |              | R        |          | R                 | R        | _        |
| Urban Area identification (name and code)                |  | 11          |  | 16       |             | 1.0                   |  |               | <b>—</b>   |         |  |                 |          |             |  | -11           | <u>·</u>    |               |          |         |      |          |              | 10       |          | 14                | 11       | $\dashv$ |
| Location: Existing, new or toll (E, N or T)              | <del>                                     </del> | N           | <del>                                     </del> | N        |             | M                     | 1  | M             |  | M       |  | N               |          | M           |  | M             |             |               |          | N       |      | N        |              | N        |          | M                 | N N      | $\dashv$ |
| Mileage increment: Code 1, 2, 3 or 4                     |  | 7           |  | 7        |             | 7                     | <del>                                     </del> | 7             | 1  | 7       |  | 1               |          | 7           |  | 7             | 7           |               |          | 7       |      | 7        |              | 1        |          | 7                 | 7        | $\dashv$ |
| No. Lanes to be constructed this estimate                |  | 2           | <del> </del>                                     | 2        |             | 2                     |  | 2             | -  | 2       |  | <u>-</u>        |          | <u>-</u>    |  | 1.            | (           | )             | -        | 0       |      | 0        |              | 0        |          | 2                 | 2        | $\dashv$ |
| No. Lanes to be improved this estimate                   |  | <u> </u>    |  | 0        |             | 0                     | <del>                                     </del> | <u>~</u>      | <del>                                     </del> | 0       |  | 0               |          | 0           |  | 0             | (           | _             |          | 0       |      | 0        |              | 0        |          | 0                 | 0        | $\neg$   |
| No. through traffic lanes                                | <del> </del>                                     | 1           |  | ,        |             |                       | <del> </del>                                     |               | 1  | ,       | <del>                                     </del> | ,               |          | ,           |  | ,             |             |               |          | 7       |      | 1        |              | ,        |          | 7                 | 0        | $\dashv$ |
| Status of improvement, October 31, 1969 (PR-511)         | 2a(  | 216         | 20/  | 2)f      | 20/         | (2)f                  | 2a(  | 215           | 201  | 2)f     | 201  | 2)f             | 20       | (3)         | 3a(  | 2)            | 3a(2)       | -             | 3a(      | 2)      | 3a1  | (2)      | 20           | (3)      | 2a(;     | 2)6               | 2a(2)f   | $\dashv$ |
| Status of improvement, october 51, 1909 (FR-511)         | 28(  | 2)1         | 28(  | 2)1      | Za          | 2/1                   | Zal  | C/1           | 20   | 2/1     | 201  | C)1             | Ja       | (2)         | )a(  | 21_           | 2016        |               | Jal      | 2)      | Jai  | ()/      |              | ()/      | 201      | 2)1               | 28(2)1   | $\dashv$ |
|  |  |             |  |          |             |                       |  |               | ECALLY.  | משיייאו | a o can c  | ( ( Ф ¬         | 0001     | ANTO        | MINADED  | OF.           | IINTEC /    | NID (         | COMPLIA: | יממונת  | ,    |          |              |          |          |                   |          | - 1      |
|  | 1  |             |  |          |             |                       |  |               | TOI TIM  | LAIED   | 00010  | , (DI,          | ,000)    | AND         | MOMBER   | UF            | UNITS A     | מ מאד         | STRUC.   | TURES   |      |          |              |          |          |                   |          |          |
| Ttem No From   |  | T           |  | T        |             |                       | Υ  |               | T  |         |  |                 |          |             |  | · ·           |             |               |          |         |      |          |              |          |          |                   |          | $\dashv$ |
| Item No. From WORK CLASSIFICATION                        | Unit   | Str         | Uni  | Str      | Unit        | Str                   | Unit   | Str           | Unit   | Str     | Unit   | Str             | Unit     | Str         | Unit   | Strl          | Unit S      | tr U          | Init S   | Str     | Unit | Str      | Unit         | Str      | Unit     | Str               | Unit Str | ,        |
| 7. R.R. grade separation - Cost                          | 1  |             | -  | 1        |             | 1                     |  |               | +  | 1       |  |                 |          |             | -  | $\overline{}$ |             | -             |          |         |      |          | <b>-</b>     |          |          |                   |          | $\dashv$ |
| a. No. to be constructed                                 | <del>                                     </del> | T           | <del>                                     </del> | T        | -           | _                     |  | T             |  |         | -  |                 |          | 7           |  |               |             | $\dashv$      |          |         |      |          |              |          | <u> </u> |                   |          | =        |
| Cost   | -  | 1           | <del> </del>                                     | l        | -           |                       |  |               | -  |         | <u> </u>   | L               |          |             | 1  |               | 1           | $\rightarrow$ |          | -       |      |          |              | L        |          | $\longrightarrow$ |          |          |
| b. No. in service or authorized - to be improved         | <b>}</b> -                                       |             | <del> </del>                                     | T        |             | 1                     |  | 1             | <del>-</del>                                     | 1       | 7  |                 |          | 118         | } <sub>-</sub> -                                 |               |             |               |          |         |      | ·        | <u> </u>     | γ        |          | ,                 |          |          |
| Cost   | <u> </u>   | <u> </u>    | ļ  | J        |             | l                     | <u> </u>   | l             | <del> </del>                                     | 1       | 1  | 2               |          | L           |  | ¦             |             | -             |          |         |      | L        | <u> </u>     | J        |          | l                 |          |          |
| c. No. in service - cost = zero                          |  | <del></del> | <del></del>                                      | ,        | <del></del> |                       | \  | 1             | -}   | 1       |  | 210             |          |             | -  |               |             | -             |          |         |      | 1        |              |          |          | /                 |          | _        |
| d. No. in authorized status - cost = zero                | !  | ļ           | <del> </del>                                     | {        |             |                       | ļ  |               |  | -       |  |                 |          |             |  |               |             | -             |          |         |      |          |              | ļ        |          | ļ                 |          |          |
|  |  |             |  |          |             | TO THE OWNER WHEN THE | To the second                                    | COLOR BRIDGET |  |         |  |                 |          |             |  |               |             | $\rightarrow$ |          |         |      |          |              | l        |          | <u> </u>          |          | _        |
| 8. <u>Highway grade separations without ramps - Cost</u> | <u> </u>   | +           | <b>!</b>   | γ        | <u> </u>    | 1                     |  |               | -  |         |  |                 |          |             |  | _             |             |               |          | <u></u> |      |          |              | 1        |          |                   |          |          |
| a. No. to be constructed                                 | ļ  | J           | <del>!</del>                                     | <u> </u> |             | <u> </u>              | ļ  |               | -  | l       |  |                 |          | <u> </u>    | <u> </u>   | <u></u>       |             |               |          |         |      |          |              | L        | 1        | 2                 |          |          |
| Cost   | <u> </u>   |             | ļ  | ,        | <u> </u>    | ,                     | ļ  | r             |  | i       |  | ·               |          | <del></del> | 10   | 13            |             |               | 1        |         |      |          | <u> </u>     |          |          | 37                |          |          |
| <u>b. No. in service or authorized - to be improved</u>  | ļ  |             | <u> </u>   | <u> </u> | 1           | 1_1_                  | ļ  | J             | -  |         |  | L               |          | L           |  |               |             |               |          |         |      | <u> </u> | {            | <u></u>  |          |                   |          |          |
| Cost   | <u> </u>   | 1           | ļ  |          | ]1          | 20                    |  |               |  | 1       |  |                 |          |             | 1  | ¦             |             |               | γ        |         |      |          | ļ            | 1        |          | ·                 |          |          |
| c. No. in service - cost = zero                          |  | <b>_</b>    |  |          |             | -                     | ļ  | -             | <u> </u>   |         |  |                 |          |             | -  |               |             |               |          |         |      | 2        |              | 2        |          |                   |          |          |
| c. No. in authorized status - cost = zero                |  |             |  |          |             |                       | ļ  |               |  |         |  |                 |          |             |  |               |             |               | 1        |         |      | 2        | <u> </u>     | 2        |          | '                 | <b>/</b> |          |
| 9. <u>Interchanges - Cost</u>                            | -  |             | <b></b>  |          |             |                       | ļ  | ī             | ļ  | Y       | ļ  | _               |          |             | <del>                                     </del> |               | -           |               |          |         |      |          |              |          |          | 1 2               | ·        |          |
| a. No. to be constructed                                 | ļ  | <u></u>     |  | <u> </u> |             | <u> </u>              | ļ  |               | <del> </del> -                                   | J       |  |                 | 2        | 3           |  |               | l.          | $\rightarrow$ |          |         |      | <u> </u> | <del> </del> | 1        |          |                   |          |          |
| Cost   |  | 1-          |  |          |             |                       | ļ  |               | ļ  |         |  |                 |          | 262_        | ļ  |               |             | $\rightarrow$ |          |         |      |          | <b></b>      |          |          | 82                | 7 6      |          |
| b. No. in service or authorized - to be improved         | 1  | 1 2         | 1  |          |             |                       | -  | L             | ļ  | L       |  | L               |          | L           |  |               |             | $\rightarrow$ |          |         |      | <u> </u> | <del> </del> | 1        |          | L                 | 1 2      |          |
| Cost   | ļ  | 69          | <b>!</b>   | 37       |             |                       | <del>                                     </del> |               | ļ  | 1       |  |                 |          |             | ļ  |               |             |               | —        |         |      |          | <u> </u>     |          | ļ        |                   | 35       |          |
| c. No. in service - cost = zero                          |  | -           | ļ  |          |             |                       | ļ  |               | ļ  |         | Τ  |                 |          |             |  |               |             |               |          | 2       |      |          | ļ.—          | -        |          | <u> </u>          |          |          |
| d. No. in guthorized status - cost = zero                |  |             |  |          |             | <u> </u>              |  |               |  |         |  |                 |          | <u></u>     |  | -             |             | -+            | 2        | 3       |      | ļ        | ├─           | <u> </u> |          | 1                 |          |          |
| 10. Other bridges and tunnels - Cost                     |  | Ţ           | ļ  |          |             |                       |  | Ι-            | -  | 1       |  |                 |          |             |  |               |             |               | Т        |         |      | 1        | -            | 1        | -        | 1                 |          |          |
| a. No. to be constructed                                 |  | <u> </u>    |  | <u> </u> |             | <u> </u>              |  | L             |  |         |  |                 |          |             |  |               |             | $\rightarrow$ |          |         |      | 1        | -            |          | -        | Ш                 | <b></b>  | _        |
| Cost   |  | 4           | -  |          |             | ı                     |  |               | -  |         | -  |                 |          |             |  |               | · · · · · · |               | т        |         |      | 1        |              |          | <u> </u> | T-0               | <u> </u> |          |
| b. No. in service or authorized - to be improved         |  |             | 1  | 2        |             | L                     |  | _2            | -  | L       |  | 2               |          |             |  |               |             | $\rightarrow$ |          |         |      | 1        | ↓            |          | <u> </u> | 12                |          |          |
| Cost   |  |             |  | 99       |             |                       |  | 103           | ļ  |         |  | 129             |          |             |  |               |             | $\rightarrow$ |          |         |      | 1        | <del> </del> |          | -        | 47                |          |          |
| c. No. in service - cost = zero                          |  |             |  |          |             |                       |  |               |  |         |  |                 |          |             |  |               |             |               |          |         |      |          | ļ            | ļ        | -        | 1                 |          |          |
| d. No. in authorized status - cost = zero                |  |             |  |          |             |                       |  |               |  |         |  |                 |          |             |  |               |             |               | 1        | 2       | 1    | 2        | <u> </u>     |          | <u> </u> |                   |          |          |
|  |  |             |  |          |             |                       |  |               |  | TCTTM   | ጠቁጥለ   | <u>ሮ</u> ር ሮሞ ና | (\$7     | 000)        | и сил  | म्स्य         | R OF RE     | יכיוי .       | ARFAS    |         |      |          |              |          |          |                   |          |          |
| 13c. Rest Areas - Cost                                   |  |             |  |          |             |                       |  |               | ·  |         | ענדאט  | OODIE           | / (Ψ1    | , 000)      | AND IV   | OIVED AS      | It Or Itt   |               | MULINO   |         |      |          | T            |          | T        |                   |          |          |
| a. No. to be constructed                                 |  |             |  |          |             |                       |  |               | <b>†</b>   |         |  |                 |          |             |  |               |             | _             |          |         |      |          |              |          |          |                   |          |          |
| Cost   |  |             |  |          |             |                       |  |               |  |         |  | _               |          |             |  |               |             |               |          |         |      |          |              |          |          |                   |          |          |
| b. No. in service or authorized - to be improved         |  |             |  |          |             |                       |  |               |  |         |  |                 |          |             |  |               |             | $\dashv$      |          |         |      |          | -            |          | -        |                   |          |          |
| Cost   |  |             |  |          |             |                       |  |               |  |         |  |                 |          |             | <del> </del>                                     |               |             |               |          |         |      |          | -            |          |          |                   |          |          |
| c. No. in service - cost = zero                          |  |             |  |          |             |                       |  |               |  | -       |  |                 |          |             |  |               |             | $\dashv$      |          |         |      |          | -            |          | -        |                   |          |          |
| d No in service - cost = zero                            |  |             |  |          |             |                       |  |               | -  | -       |  |                 |          |             |  |               |             | -             |          |         |      | 2        | -            |          | -        |                   |          |          |

BY ESTIMATE SECTION

STATE \_\_\_\_MONTANA

INTERSTATE ROUTE NO. 94
Sheet 3 of 5 Sheets

|  |  |          |      |     |      |             |            |     |          |  | ES    | TMATT    | E SEC | TTON  | & FINA        | MCF    | CODE    |               |       |          |      | -       |              |          |  |     |             |      |
|--|--|----------|------|-----|------|-------------|------------|-----|----------|--|-------|----------|-------|-------|---------------|--------|---------|---------------|-------|----------|------|---------|--------------|----------|--|-----|-------------|------|
|  | E9.  | 0.1      | FO   | 0.2 | E9.0 | ) 3         | ElO        |     | E11      |  | E12   | <u> </u> | E13   | TION  | E14           | 71/012 | E14.1   |               | E15.  | 1        | Fl   | T       | F2           |          | TO.  |     | E /         |      |
| ITEM   | E9.  |          | E9.  | 0.3 | E10  | ,,)         | Ell        |     | E12      | 2  | E13   |          | E14   |       | E14.1         |        | E15.1   |               | Fl.   | <u> </u> | F2   | 1       | F3           | ì        | 下る   | 1   | F4<br>F5    |      |
| ± ± ±411   |  | 23       |      | 23  |      | 23          |            | 23  |          | 23   |       | 23       |       | 23    |               | 22     |         | 2             |       | 23       |      | 23      |              | 23       |  | 23  |             | 21   |
| Section length, miles (0.1)  | 1  | 6.3      |      | 0.8 |      | 1.4         |            | 1.2 |          | 3.0  |       | 4.9      | - 4   | 2.5   | 0             | .7     | 5.      |               | 8     | .9       | (    | 5.3     |              | 4.1      |  | .0  |             | .2   |
| Class: Rural or Urban (R or U)   |  | R        |      | R   |      | R           |            | R   |          | R  |       | R        |       | R     |               | R      |         | R             |       | R        |      | R       | _            | R        |  | R   |             | R    |
| Urban Area identification (name and code)  | T  |          |      |     |      |             | 1          |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
| Location: Existing, new or toll (E, N or T)  |  | И        |      | N   |      | И           |            | N   |          | N  |       | И        |       | N     |               | E      |         | E             |       | N        |      | N       |              | N        |  | N   |             | N    |
| Mileage increment: Code 1, 2, 3 or 4   |  | 1        |      | 1   | _    | 1           |            | 1   |          | 1  |       | 1        |       | 1     |               | 1      |         | 1             |       | 1        |      | _1      |              | 1        |  | 1   |             | 1    |
| No. Lanes to be constructed this estimate  |  | 2        |      | 0   |      | 2           |            | 2   |          | 2  |       | 2        |       | 2     |               | 2      |         | 4             |       | 4        |      | 4       |              | 4        |  | 4   |             | 0    |
| No. Lanes to be improved this estimate   |  | 0        |      | 0   |      | 0           |            | 0   |          | 0  |       | 0        |       | 0     |               | 0      |         | 0             |       | 0        |      | 0       |              | 0        |  | 0   |             | 0    |
| No. through traffic lanes  |  | 4        |      | 4   |      | 4           |            | 4   |          | 4  |       | 4        |       | 4     |               | 4      |         | 4             |       | 4        |      | 4_      |              | 4        |  | 4   |             | 4    |
| Status of improvement, October 31, 1969 (PR-511)   | 2a(  | 2)f      | la(  | 1)f | 2a(  | 2)f         | 2a(        | 2)f | 2a(      | 2)f  | 2a(   | (2)f     | 2a(   | 2)f   | 2 <b>a(</b> 2 | )f     | 4a(3    |               | 4a(   | 1)       | 4a   | (1)     | <u>3</u> e   | (3)      | 3a(  | 3)  | 3a(         | 2)   |
|  |  |          |      |     |      |             |            |     |          |  |       | ,        | ,     |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
|  |  |          |      |     |      |             |            | ]   | ESTIM    | ATED   | COSTS | 3 (\$1,  | 000)  | AND 1 | NUMBER        | OF     | UNITS . | AND S         | STRUC | TURES    | 5    |         |              |          |  |     |             |      |
| Itom No From   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
| Item No. From WORK CLASSIFICATION  | Unit   | Str      | Unit | Str | Unit | Str         | Unit       | Str | Unit     | Str  | Unit  | Str      | Unit  | Str   | Unit          | tr     | Unit S  | Str U         | nit   | Str      | Unit | Str     | Unit         | Str      | Unit   | Str | Init S      | Str  |
| 7. R.R. grade separation - Cost  | -  |          |      |     |      | L           |            |     | -        |  |       |          |       |       |               |        | 7       |               |       |          |      |         |              |          | 5222.0   |     | 1           | - 01 |
| a. No. to be constructed   | -  |          |      |     |      |             |            | Γ   | <b> </b> |  |       |          |       |       |               |        | —Т      |               | T     |          |      |         |              | <u> </u> |  |     |             |      |
| Cost   | <del>                                     </del> |          |      |     |      | L           | ļ ———      | L   | ļ        |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
| b. No. in service or authorized - to be improved   | <del> </del>                                     |          |      | 1   |      | · · · · · · |            |     |          | ,  |       |          |       |       |               |        |         |               |       |          |      |         |              | l        |  |     | <del></del> |      |
| Cost   |  | 'i       |      | 1   |      | l           |            |     | 1        | J  |       | I        |       |       |               |        |         |               |       |          |      |         |              | L        | ļ'   |     |             |      |
| c. No. in service - cost = zero  | 1  |          |      |     |      |             |            |     |          |  |       | ]        |       |       |               |        |         |               |       |          |      |         |              | <u> </u> |  |     | 1 [         | 2    |
| d. No. in authorized status - cost = zero  |  | <u> </u> |      |     |      |             |            |     | i        |  |       |          |       |       |               |        |         |               |       |          |      |         |              | 1        | 1  |     |             |      |
| 8. Highway grade separations without ramps - Cost  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         | $\overline{}$ |       |          |      |         |              |          |  |     |             |      |
| a No to be constructed   | <del>                                     </del> |          |      | i i |      | <u> </u>    |            |     |          | i i  |       |          |       |       |               |        |         |               | 2     | 4        | 2    | 4       |              | 1        |  |     |             |      |
| Cost   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               | ~     | 71       |      | 178     |              |          |  |     |             |      |
| b. No. in service or authorized - to be improved   | 2  | 4        |      | mi  | 1    | 2           | 1          | 2   | 3        | 6  | 2     | 4        |       |       |               |        |         | Ť             |       |          |      |         |              |          |  |     | Î           |      |
| Cost   |  | 66       |      |     |      | 38          |            | 69  | Ì        | 124  |       | 111      |       | i     | •             | Ť      |         |               |       |          |      |         |              |          |  |     |             |      |
| c. No. in service - cost = zero  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               | Í      |         |               |       |          |      |         |              |          | 1  |     |             |      |
| c. No. in authorized status - cost = zero  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          | 1  | 1   |             |      |
| 9. <u>Interchanges - Cost</u>  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
| a. No. to be constructed   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               | 1     | 2        |      | <u></u> |              | <u> </u> |  |     |             |      |
| Cost   |  |          |      |     |      |             |            |     | <u> </u> |  |       |          |       |       |               | [      |         |               |       | L24      |      |         |              |          |  |     |             |      |
| b. No. in service or authorized - to be improved   |  |          |      |     |      |             | 1          | 2   | 1        | 1  |       |          |       |       | 1             | 1      |         |               |       |          |      |         |              | <u></u>  | ļ  |     |             |      |
| Cost   | ļ  |          |      |     |      |             | <u> </u> , | 86  |          | 42   |       | ,        |       |       | 1             | 05     |         | _             |       |          |      | -       |              |          | ļ  |     |             |      |
| c. No. in service - cost = zero  | -  |          | 1    | 2   |      |             | ļ          |     |          |  |       |          |       |       |               |        |         | _             |       |          |      |         |              | -        |  | -   |             |      |
| d. No. in <u>quthorized status - cost = zero</u> 10. Other bridges and tunnels - Cost  |  |          |      |     |      |             | $\vdash$   |     |          | $\Box$                                       |       |          |       |       |               |        |         | -             |       |          |      |         |              |          | Ţ  | Т   |             |      |
| a. No. to be constructed   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               | 2     |          |      |         |              |          | -  |     |             |      |
| Cost   |  |          |      |     |      |             |            |     |          |  |       |          |       | -     |               |        |         |               | 1     | 275      |      |         | -            |          |  |     |             |      |
| b. No. in service or authorized - to be improved   |  |          |      |     | 7    | 2           | 1          |     |          |  |       | 1        |       |       |               | -      |         |               | 1     | 4/7      |      | Γ       | -            |          |  |     | - 1         |      |
| Cost   |  |          |      |     | 1    | 262         | -          |     |          | 1  |       | L        |       |       |               |        |         |               |       |          | -    |         |              | J        |  |     |             |      |
| c. No. in service - cost = zero  |  |          |      |     |      | 202         |            |     |          |  |       |          |       | -     |               |        |         |               |       |          |      |         | <del> </del> | T        | <del>                                     </del> |     | 1           |      |
| d. No. in authorized status - cost = zero  |  |          |      |     |      |             | $\vdash$   |     |          |  |       |          |       | -     | -             |        |         |               |       | -        |      |         | 7            | 2.       | <del>                                     </del> |     |             |      |
| at the and the state of the sta |  |          | _    |     |      |             |            |     |          | <u>.                                    </u> |       |          |       |       |               |        |         |               |       |          |      |         |              | 1        |  |     |             |      |
|  |  |          |      |     |      |             |            |     |          | ESTIM  | ATED  | COSTS    | (\$1. | 000)  | AND NU        | JMBEI  | R OF R  | EST A         | AREAS |          |      |         |              |          |  |     |             |      |
| 13c. Rest Areas - Cost   |  |          |      |     |      |             | <u> </u>   |     |          |  | _     |          | , , , |       |               | T      |         |               |       | T        |      |         | T            | -        |  |     |             |      |
| a. No. to be constructed   | <b> </b>   |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        | 2       |               |       |          |      |         |              |          |  |     |             |      |
| Cost   |  |          |      |     |      |             |            | -   | -        |  |       |          |       |       |               | $\neg$ | 175     |               |       |          |      |         |              |          |  |     |             |      |
| b. No, in service or authorized - to be improved   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  | _   |             |      |
| Cost   |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             |      |
| c. No. in service - cost = zero  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              |          |  |     |             | -    |
| d. No. in authorized status - cost = zero  |  |          |      |     |      |             |            |     |          |  |       |          |       |       |               |        |         |               |       |          |      |         |              | -        |  |     |             |      |

TABLE C-1 - COST ESTIMATE AND NUMBER OF STRUCTURES AND REST AREAS
BY ESTIMATE SECTIONS WITH ROUTE TOTALS INTERSTATE ROUTE NO. 94
Sheet 4 of 5 Sheets

| ITEM   |
|--|
| Section length, miles (0,1)  |
| Section length, miles (0.1)  |
| Class: Rural or Urban (R or U) R R R R R R R R R R R R R R R R R U U U U Urban Area identification (name and code) Location: Existing, new or toll (E, N or T) N N N N N N N N N N N N N N N N N N   |
| Urban Area identification (name and code)  |
| Location: Existing, new or toll (E, NorT)  |
| Mileage increment: Code 1, 2, 3 or 4   |
| No. Lanes to be constructed this estimate  O   |
| No. Lanes to be improved this estimate  O O O O O O O O O O O O O O O O O O O  |
| No. through traffic lanes    Cost   C |
| Status of improvement, October 31, 1969 (PR-511) 3a(2) 4a(3) 4a(3) 4a(3) 4a(3) 4a(3) 3a(2) |
| ESTIMATED COSTS (\$1,000) AND NUMBER OF UNITS AND STRUCTURES    Item No. From   Table C   WORK CLASSIFICATION   Unit Str  |
| Item No. From Table C WORK CLASSIFICATION  Unit Str Unit  |
| Table C WORK CLASSIFICATION Unit Str Un |
| a. No. to be constructed   |
| a. No. to be constructed   |
| Cost   |
| b. No. in service or authorized - to be improved  Cost  c. No. in service - cost = zero  |
| c. No. in service - cost = zero  |
|  |
|  |
| 8. Highway grade separations without ramps - Cost  |
|  |
|  |
|  |
| b. No. in service or authorized - to be improved   |
| Cost   |
| c. No. in service - cost = zero         1 <t< td=""></t<>  |
| c. No. in authorized status - cost = zero  |
| 9. Interchanges - Cost   |
| a. No. to be constructed 1 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 1 1 1   |
| <u>Cost</u> 107 117 129 129  |
| b. No, in service or authorized - to be improved Cost  |
| c. No. in service - cost = zero  |
| d. No. in guthorized status - cost = zero  10. Other bridges and tunnels - Cost  |
|  |
| a. No. to be constructed   |
| <u>Cost</u> 2602   |
| b. No. in service or authorized - to be improved   |
| Cost   |
| c. No. in service - cost = zero 1 2 1 2 1 2  |
| d. No. in authorized status - cost = zero  |
|  |
| ESTIMATED COSTS (\$1,000) AND NUMBER OF REST AREAS   |
| 13c. Rest Areas - Cost   |
| a, No, to be constructed   |
| Cost 175   |
|  |
| b. No. in service or authorized - to be improved  Cost   |
|  |
| c. No. in service - cost = zero  |
| d. No. in authorized status - cost = zero  |

STATE \_\_\_\_MONTANA

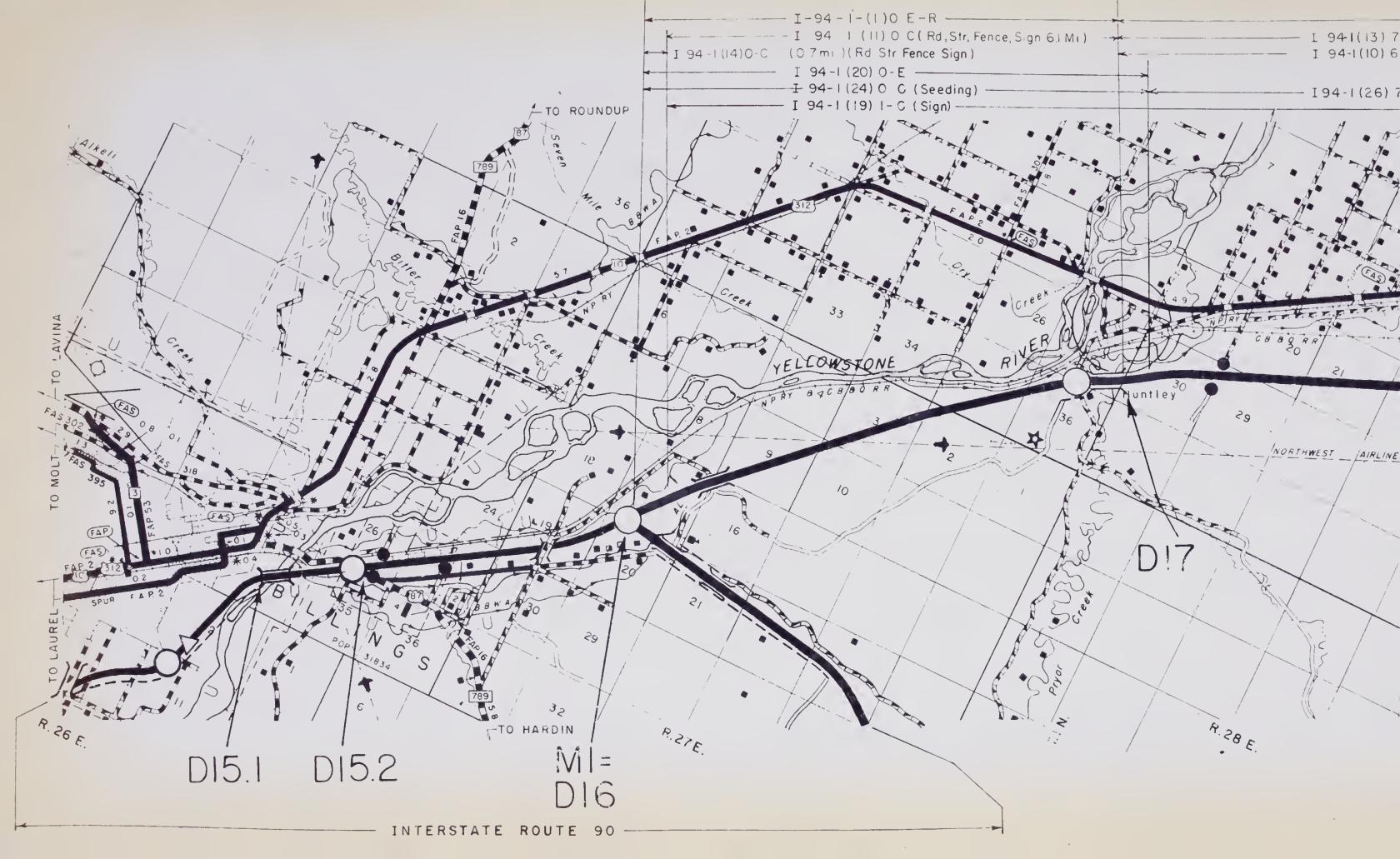
INTERSTATE ROUTE NO. 94
Sheet 5 of 5 Sheets

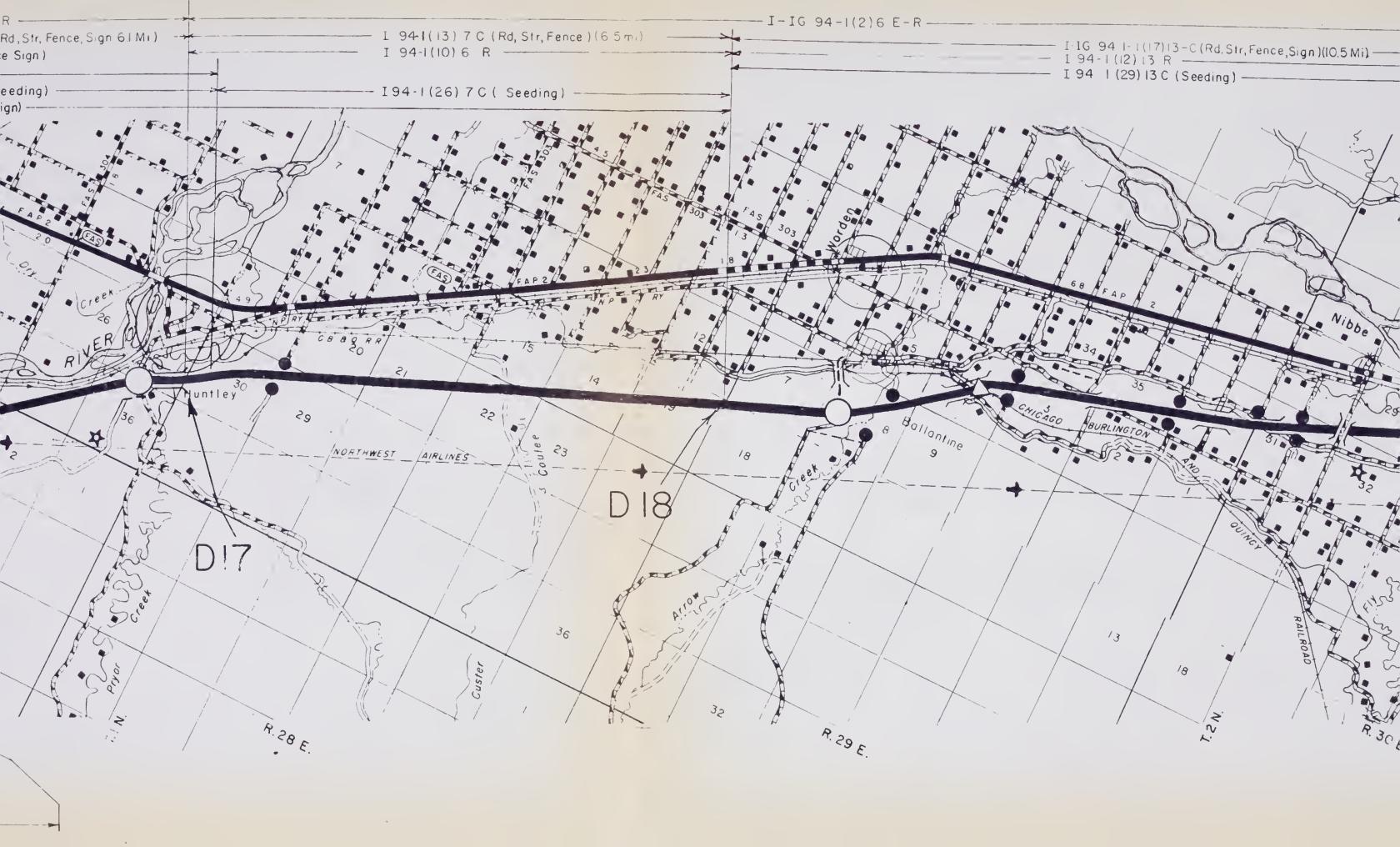
|  |              |          |      |     |          |                   |          |                | F  | STIMAI      | TE SECT      | TION | & FINAN  | CE COD      | E        |          |                    |          | 1             | SUBTO    | TAL      |               |                 | ٦        |
|--|--------------|----------|------|-----|----------|-------------------|----------|----------------|--|-------------|--------------|------|--|-------------|----------|----------|--------------------|----------|---------------|----------|----------|---------------|-----------------|----------|
|  | F15          | 1        | F16  |     | F17.1    | F17               | 2        | F18            | Fl   |             | F20          |      |  | 1           |          |          | $ \top$            |          |               |          |          | 7             | OTAL FOR        | 1        |
| ITEM   | F16          |          |      | 7   | F17.2    | F18               |          | F19            | F20  |             | F21          |      |  | 1           |          |          |                    |          | - 1           | RURAL    | URBA     |               | ROUTE           | 41       |
| T T TT/N   | LTO          |          | F17. |     |          |                   |          |                |  |             |              | 00   |  | _           |          |          | -                  |          |               | HOILAL   | UNDA     | TA TA         | ROULE           | 4        |
|  |              | 21       | _    | 22  | 23       |                   | 23       | 22             | -  | 22          |              | 22   |  |             |          |          |                    |          | $\rightarrow$ | 0        |          |               |                 | 4        |
| Section length, miles (0.1)                              |              | 1.7      | ]    | 4_  | 2.7      | 1                 | 2.8      | 4.7            |  | 4.7         | 5            | .9   |  |             |          |          |                    |          |               | 245.2    | 3.       | .4            | 248.6           |          |
| Class: Rural or Urban (R or U)                           |              | R        |      | R   | R        |                   | R        | R              |  | R           |              | R    |  |             |          | l        |                    |          |               |          |          |               |                 | П        |
| Urban Area identification (name and code)                |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          | ľ                  |          |               |          |          |               |                 | ٦        |
| Location: Existing, new or toll (E, N or T)              | _            | E        |      | E   | N        |                   | N        | E              |  | E           |              | E    |  |             |          |          |                    |          |               |          |          |               |                 | 1        |
| Mileage increment: Code 1, 2, 3 or 4                     |              | 1        |      | n n | 7        |                   | 1        | 1              | 1  | 1           |              | า    |  |             |          |          |                    |          |               |          |          | <b>—</b>      |                 | +        |
| Wileage increment. Code 1, 2, 501 4                      |              | 0        |      | 2   | 2        | +                 | 2        | 2              | 1  | 2           |              | 2    |  |             |          | _        |                    |          |               |          |          | $\rightarrow$ |                 | -        |
| No. Lanes to be constructed this estimate                | <del> </del> |          |      |     |          |                   |          | 0              | +  | ~           | -            |      |  |             |          |          |                    |          |               |          |          | $\rightarrow$ |                 | 4        |
| No. Lanes to be improved this estimate                   |              | 0        |      | 0   | 0        |                   | 0        | U              |  | 0           |              | 0    |  | -           |          |          | }                  |          |               | -        |          |               |                 | 4        |
| No. through traffic lanes                                |              | 4        |      | 4   | 4        |                   | 4        | 4              |  | 4           |              | 4    |  |             |          |          |                    |          |               |          |          |               |                 |          |
| Status of improvement, October 31, 1969 (PR-511)         | 3a           | (2)      | 2a(  | 2)f | 2a(2)f   | 2a(               | 2)f      | 2a(2)f         | 2:   | a(2)f       | 2a(2         | 2)f  |  | <u> </u>    |          |          |                    |          |               |          |          |               |                 |          |
|  |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               |          |          |               |                 |          |
|  |              |          |      |     |          |                   |          | ESTIMATED      | COST   | S (\$1      | 000)         | AND  | NIMBER (   | rimi a      | S AND    | STRIIC   | नवाग्य             | S        |               |          |          |               |                 |          |
|  |              |          |      |     |          |                   |          |                | 0001   | - (ΨΞ       | , , , , , ,  | 2212 | TO THE DESCRIPTION OF THE PROPERTY OF THE PROP | 1 01111     | .0 1110  | DITTOO   | 71 014             |          |               |          |          |               |                 |          |
| Item No. From  |              |          |      |     |          | T                 |          | T              | T  | T           | T            |      |  |             | 1        |          |                    |          |               |          |          |               |                 | $\dashv$ |
| Table C WORK CLASSIFICATION                              | Unit         | Str      | Unit | Str | Unit Str | Unit              | Str      | Unit Str       | Uni  | t Str       | Unit         | Str  | Unit St  | r Uni       | t Str    | Unit     | Str                | Unit     | Str           | Unit Str | Unit     | Str           | Jnit Str        |          |
|  |              |          |      |     | 1772     | 1                 |          | 1 1 1 2 2      | +  |             |              |      |  | -           |          |          |                    | 1        |               |          |          |               | 1202            | -        |
| 7. R.R. grade separation - Cost                          | -            |          |      | {   |          | -                 |          | ·              |  | T           | -            |      |  | -           |          | -        |                    |          |               | 0 1 :    | -        |               |                 | _        |
| a. No. to be constructed                                 |              |          |      |     |          | -                 | I        | ļ              | -  |             |              |      |  |             |          |          |                    |          |               | 2 3      |          |               | 2 3             |          |
| Cost   |              |          |      |     |          |                   | Carbonne |                |  |             |              |      |  |             |          |          | Down or the second |          |               | 319      |          |               | 319             |          |
| b. No. in service or authorized - to be improved         |              |          | -    |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               | 1 2      |          |               | 1 2             |          |
| Cost   |              |          |      | Ì   |          | 1                 |          |                |  |             |              |      | İ  |             |          |          |                    |          |               | 210      |          | Î             | 210             | Ti       |
| c. No. in service - cost = zero                          | <u> </u>     | T i      |      | Ì   |          | 1                 |          |                |  |             |              |      | i i  |             | T        |          |                    |          |               | 2 /      | 7        | 2             | 3 6             |          |
| d. No. in authorized status - cost = zero                |              |          |      | i   |          | -                 | i        |                | <u>†                                      </u> | 1           |              |      |  | _           | 1        |          |                    |          |               | 2 7      |          | ~             |                 | $\dashv$ |
|  |              |          |      |     | -        |                   |          |                | -  |             | -            |      |  |             |          |          |                    |          |               |          | <b></b>  |               |                 | $\dashv$ |
| 8. <u>Highway grade separations without ramps - Cost</u> | <del> </del> |          |      |     |          | -                 |          | <del> </del> - | -}   |             | <del> </del> |      | ļ  |             |          | ļ        |                    |          |               | 1.5      | -        |               | 7.5 1.05        |          |
| a. No. to be constructed                                 | ļ            | <u> </u> |      |     | 1        |                   | <u> </u> | <u> </u>       | <u>.</u>                                       |             |              |      | ļ  |             |          |          |                    | L        |               | 15 27    | $\vdash$ |               | 15 27           |          |
| Cost   | !            |          |      |     |          |                   |          |                |  |             | <u> </u>     |      |  |             |          | <u> </u> |                    | ļ        |               | 1357     |          |               | 1357            | 4        |
| b. No. in service or authorized - to be improved         |              |          | _11  | 2   |          | 1_1_              | 2        |                |  |             |              |      |  |             |          |          |                    |          |               | 12 23    |          |               | 1357<br>12   23 |          |
| Cost   |              | l        |      | 89  |          |                   | 89       |                |  |             |              |      |  |             |          |          |                    |          |               | 706      |          |               | 706             | 5        |
| c. No. in service - cost = zero                          |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               | 7 11     | 1        | 1             | 8 12            | 2        |
| c. No. in authorized status - cost = zero                |              |          |      |     |          | 1                 |          | 1              |  |             |              |      |  |             |          |          |                    |          |               | 4 6      |          |               | 1 6             | _        |
| 9. Interchanges - Cost                                   |              | · 1      |      | ĺ   |          |                   |          |                |  | -4          |              |      |  |             |          |          |                    |          |               |          |          |               |                 |          |
| a. No. to be constructed                                 |              | i        | r    |     |          | 1 7               | 2        | † <del></del>  | <del>-</del> }                                 |             | 7 7          | 2    | <del>                                     </del>   |             | 1        |          |                    |          |               | 12 18    |          |               | 12 18           | 5        |
|  |              | <u> </u> |      |     |          | -{- <del></del> - |          | <del> </del>   | -{   | 1           | 1 1          | 24   | <del>}</del>   |             |          |          | L                  |          |               |          |          |               |                 |          |
| Cost   |              |          |      |     |          | _'                | 115      |                | 1  | <del></del> | 1            | .24  |  |             |          | ļ        |                    | -        |               | 1427     | 1        |               | 1427            |          |
| b. No. in service or authorized - to be improved         |              |          |      | J   |          |                   | 2        | 1 1            | 2  | 2           |              |      |  |             |          |          | <u> </u>           |          |               | 14 20    | ↓        |               | 14 20           |          |
| Cost   |              |          |      |     |          |                   | 57       | 123            |  | 72          |              |      |  |             | _        | <u> </u> |                    |          |               | 657      |          |               | 657             | 7        |
| <pre>c. No. in service - cost = zero</pre>               |              |          |      | ]   | 1        |                   |          |                | 1  |             |              |      | 1 1  | 1           |          | l !      |                    |          |               | 4 7      | 2        | 3             | 6 10            | )        |
| d. No. in guthorized status - cost = zero                |              |          |      |     |          |                   |          |                | Ĭ  |             |              |      |  |             |          |          |                    |          |               | 3 4      |          |               | 3 1             | 4        |
| 10. Other bridges and tunnels - Cost                     |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    | 1        |               |          |          |               |                 |          |
| a. No. to be constructed                                 |              |          |      |     |          | 1                 |          |                |  | T           |              |      |  |             |          |          |                    |          |               | 5 9      |          |               | 5 9             | <b>5</b> |
| Cost   |              |          |      |     |          | 1                 |          | <del> </del>   | 1  |             | 1            |      |  | -           | 1.       |          |                    |          |               | 3108     |          |               | 3108            |          |
| b. No. in service or authorized - to be improved         | _            |          | -    |     | 7 7      | +                 | r        | 1              | 7  | La          |              |      |  | <del></del> |          |          |                    |          |               | 8 17     |          |               | 8 17            |          |
| Cost   |              |          | -    | -   | 1 200    | +                 | <u> </u> | <del> </del> 1 | <u> </u>                                       | 2           | 1            |      |  | _           | <u> </u> |          |                    |          |               |          | $\vdash$ |               |                 |          |
|  | -            |          | -    |     | 108      | -                 |          |                | -  | 164         | ļ.,,         |      | <b></b> -  |             |          |          | _                  | <b>.</b> |               | 1437     | +        |               | 1437            |          |
| c. No. in service - cost = zero                          | _1           | 3        |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               | 5 11     | 1 1      | 2             | 6 13            | 3        |
| d. No. in authorized status - cost = zero                |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               | 3 6      | 1 - 1    |               | 3 6             | 5        |
|  |              |          |      |     |          |                   |          |                |  | -           |              |      |  |             |          |          |                    |          |               |          |          |               |                 |          |
|  |              | - 1      |      |     |          |                   |          | ESTI           | MATED  | COSTS       | 5 (\$1,0     | 000) | AND NUM  | BER OF      | REST     | AREAS    | 3                  |          |               |          |          |               |                 |          |
| .3c Rest Areas - Cost                                    |              |          |      |     |          | T                 |          |                |  |             |              |      |  |             |          |          |                    | I        |               | 1        |          |               |                 |          |
| a. No. to be constructed                                 |              |          |      |     |          |                   | 7        |                | 1  |             |              |      |  |             |          |          |                    |          |               | 7        |          |               | 7               |          |
| Cost   | -            |          |      | -   |          |                   |          |                | +  |             |              |      |  | -           |          |          |                    |          |               | 662      |          |               | ((0             |          |
|  | -            | -        | _    | -   |          | + 1               | 04       |                | +  |             |              |      |  | -           |          | -        |                    |          |               | 002      | -        |               | 662             |          |
| b. No. in service or authorized - to be improved         |              | _        |      |     |          | -                 |          |                | -  |             |              |      |  |             |          | -        |                    |          |               |          | 1        |               |                 |          |
| Cost   |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               |          |          |               |                 |          |
| c. No. in service - cost = zero                          |              |          |      |     | 2        |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               |          |          |               |                 |          |
| d. No. in authorized status - cost = zero                |              |          |      |     |          |                   |          |                |  |             |              |      |  |             |          |          |                    |          |               | 2        |          |               | 2               |          |
| /  |              | -        |      |     |          | -                 |          |                | -  |             |              |      |  |             |          |          |                    |          |               |          | -        |               |                 |          |

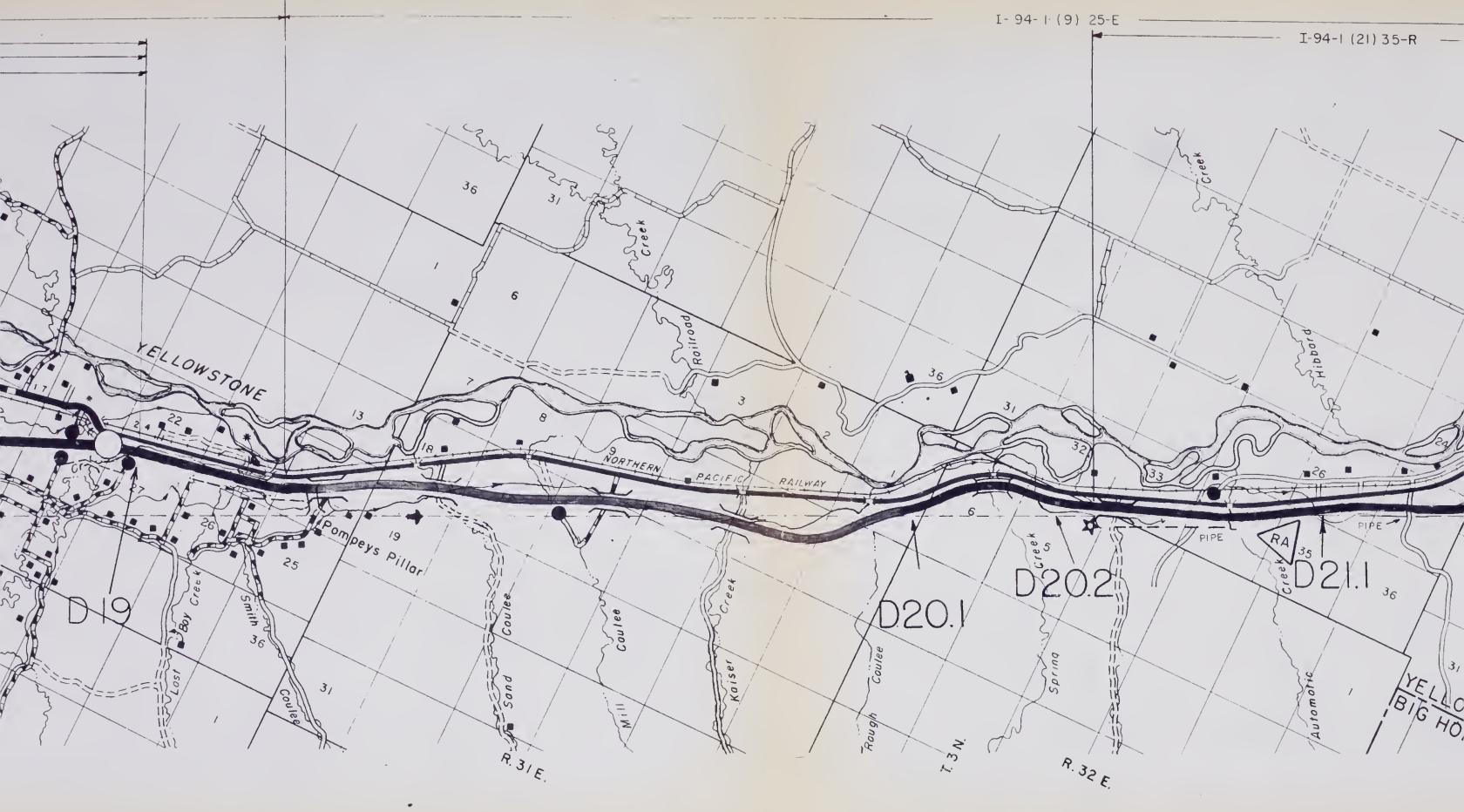
STATE \_\_\_\_\_MONTANA

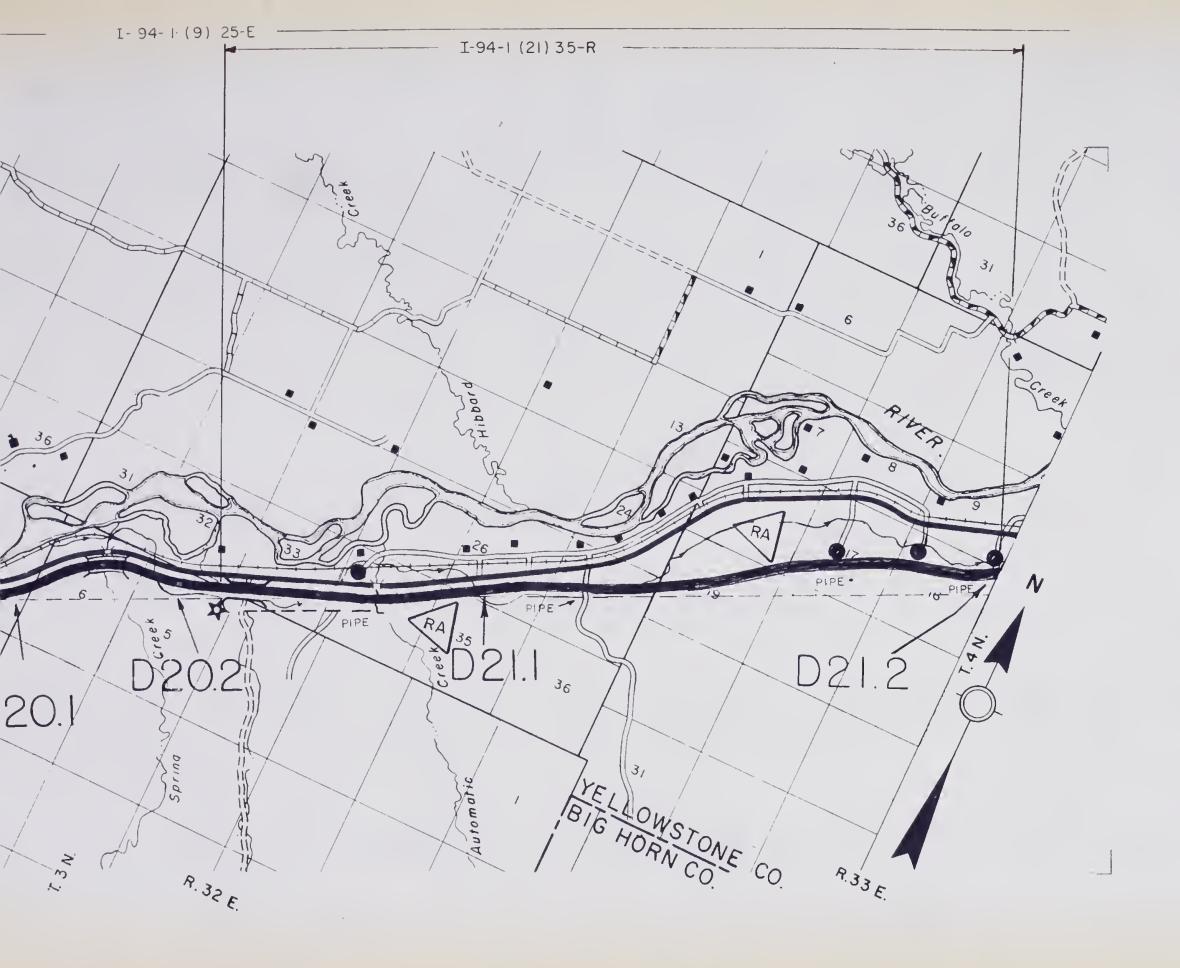
State Highway Engineer March 1, 1970
Title Date

Hindlimont Division Engineer
BPR: Name Title

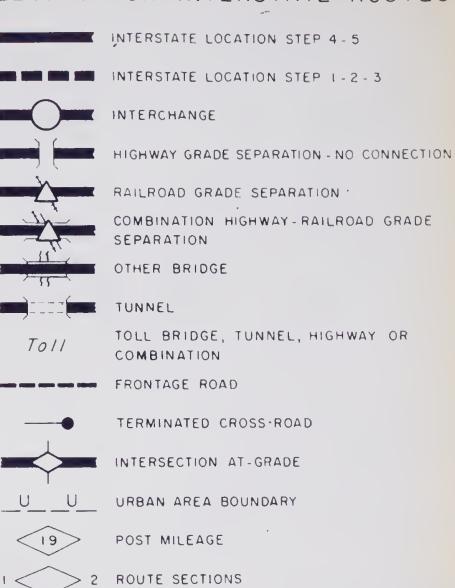


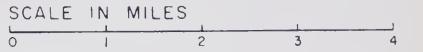






#### LEGEND FOR INTERSTATE ROUTES



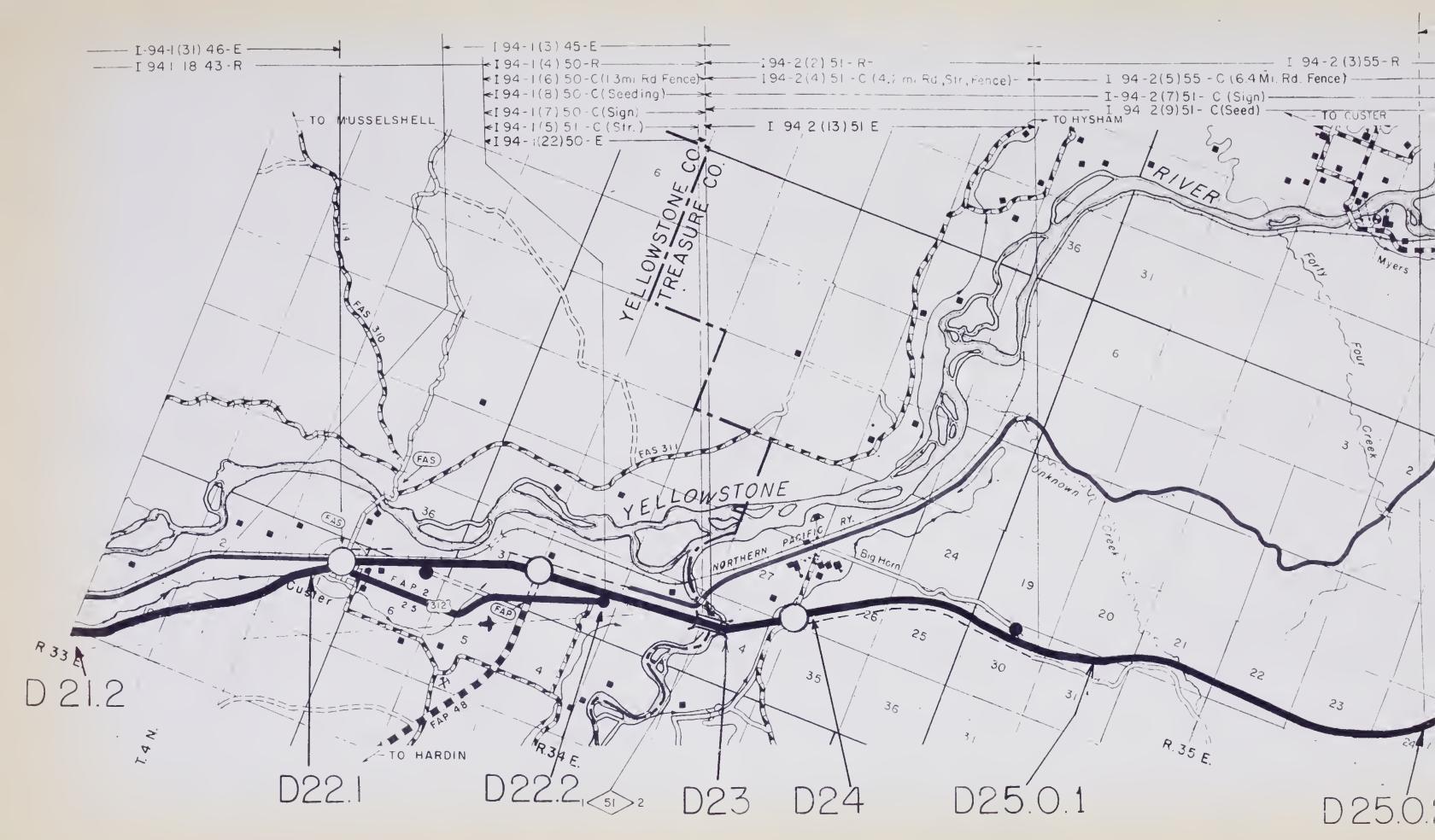


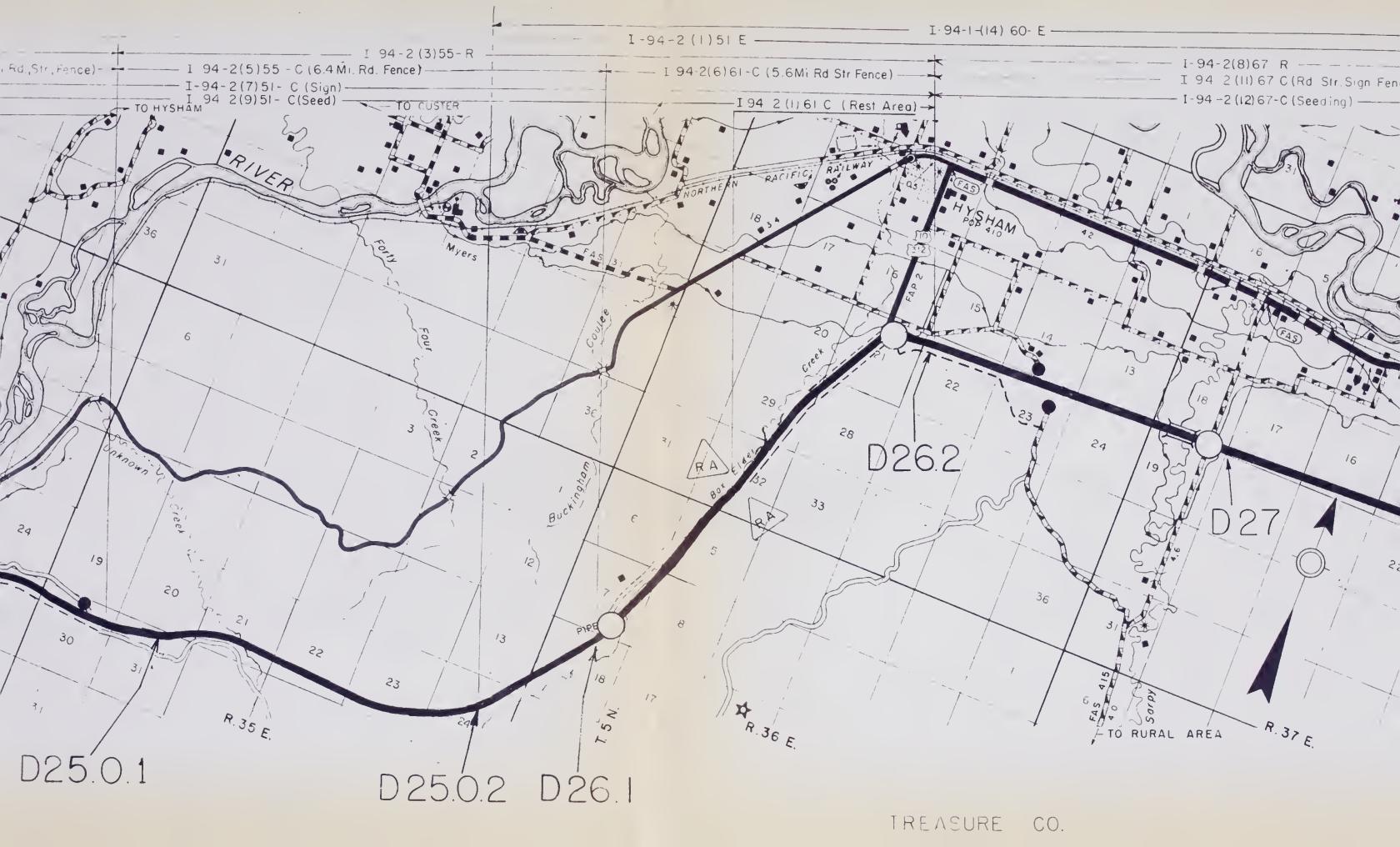
## MONTANA

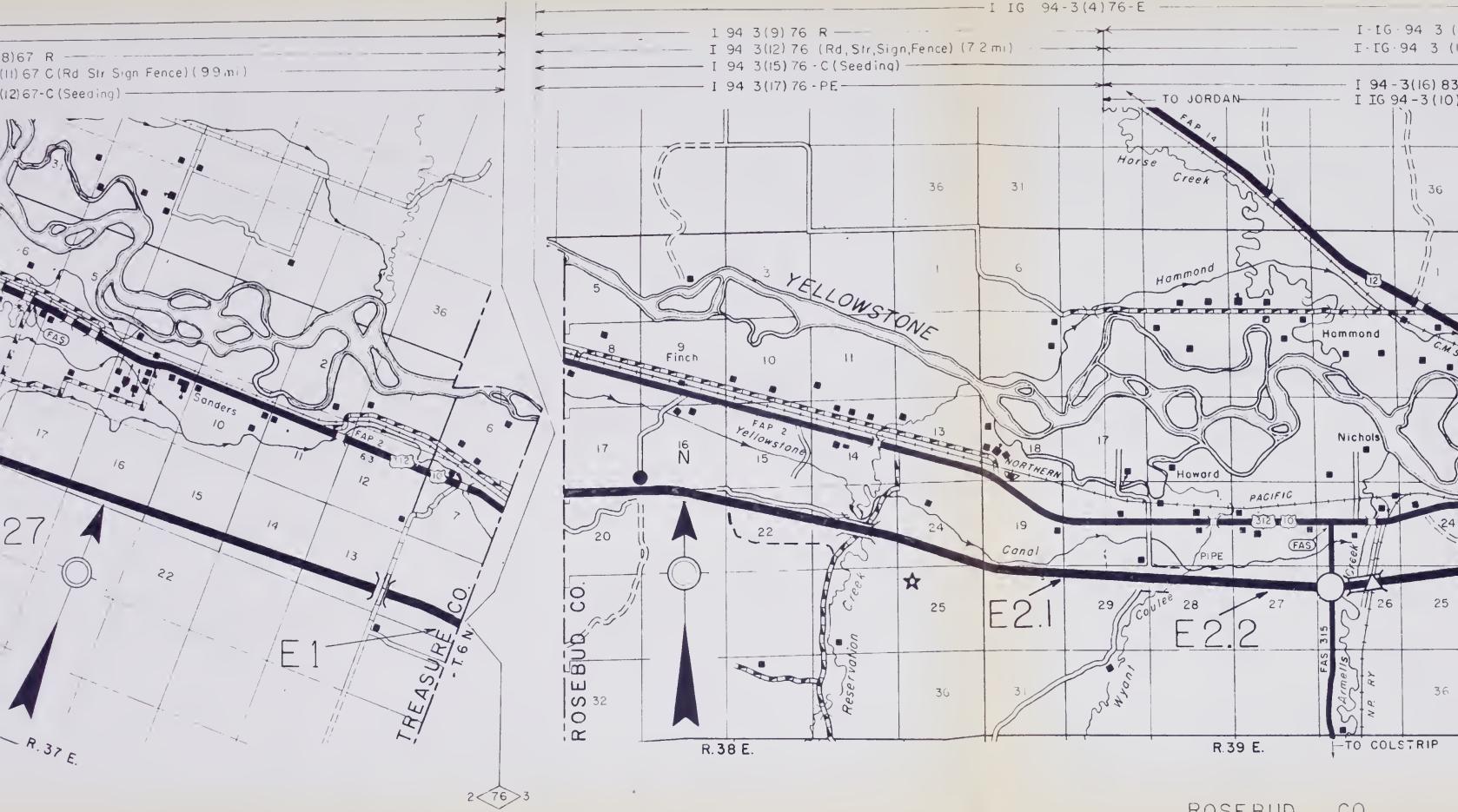
INTERSTATE ROUTE 94

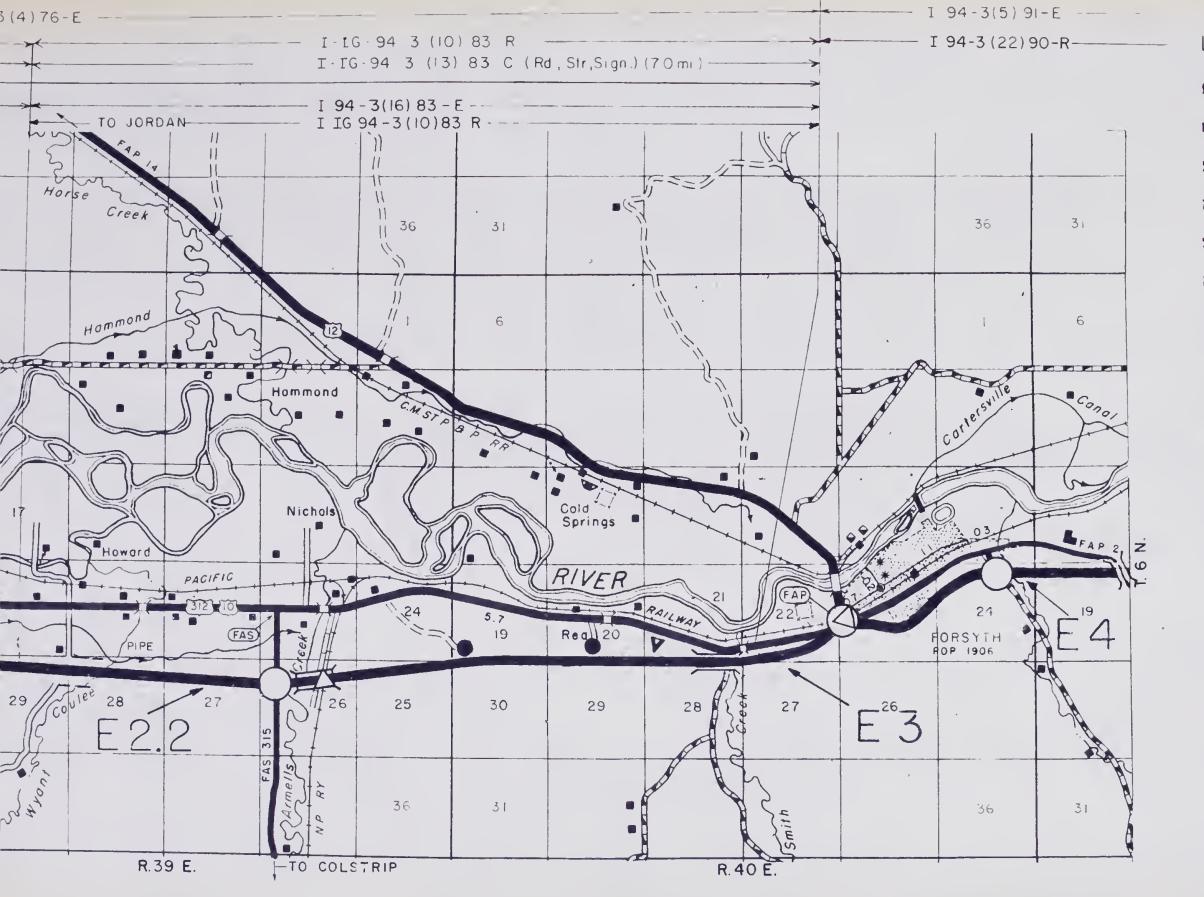
Sheet 1 of 5

Date October 31, 1969









LEGEND FOR INTERSTATE ROUTES

INTERSTATE LOCATION STEP 4-5

INTERSTATE LOCATION STEP 1-2-3

INTERCHANGE

HIGHWAY GRADE SEPARATION - NO CONNECTION

RAILROAD GRADE SEPARATION

COMBINATION HIGHWAY-RAILROAD GRADE
SEPARATION

OTHER BRIDGE

TUNNEL

TOTAL BRIDGE, TUNNEL, HIGHWAY OR COMBINATION

--- FRONTAGE ROAD

TERMINATED CROSS ROAD

INTERSECTION AT-GRADE

U U URBAN AREA BOUNDARY

POST MILEAGE

2 ROUTE SECTIONS

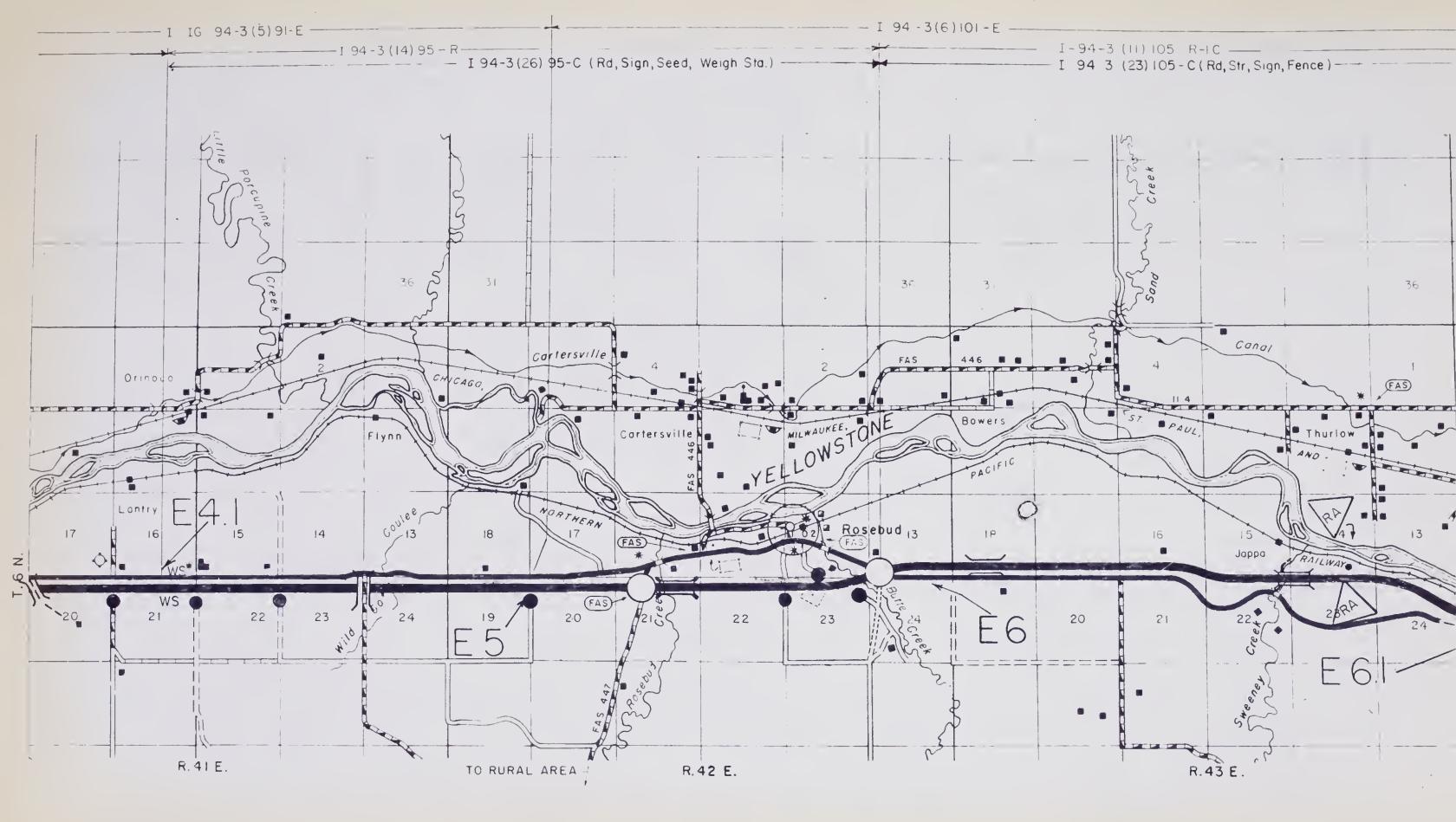
SCALE IN MILES

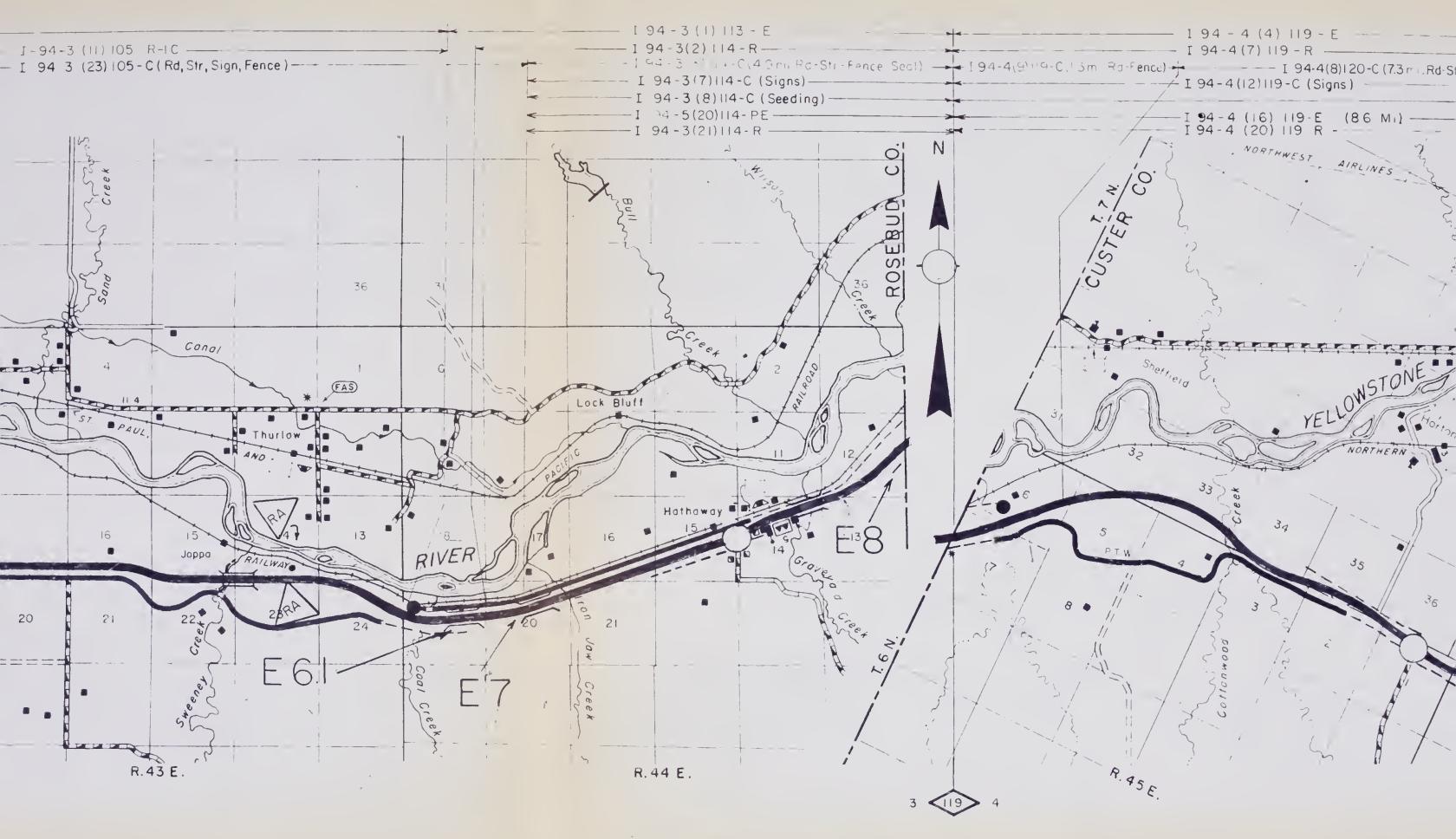
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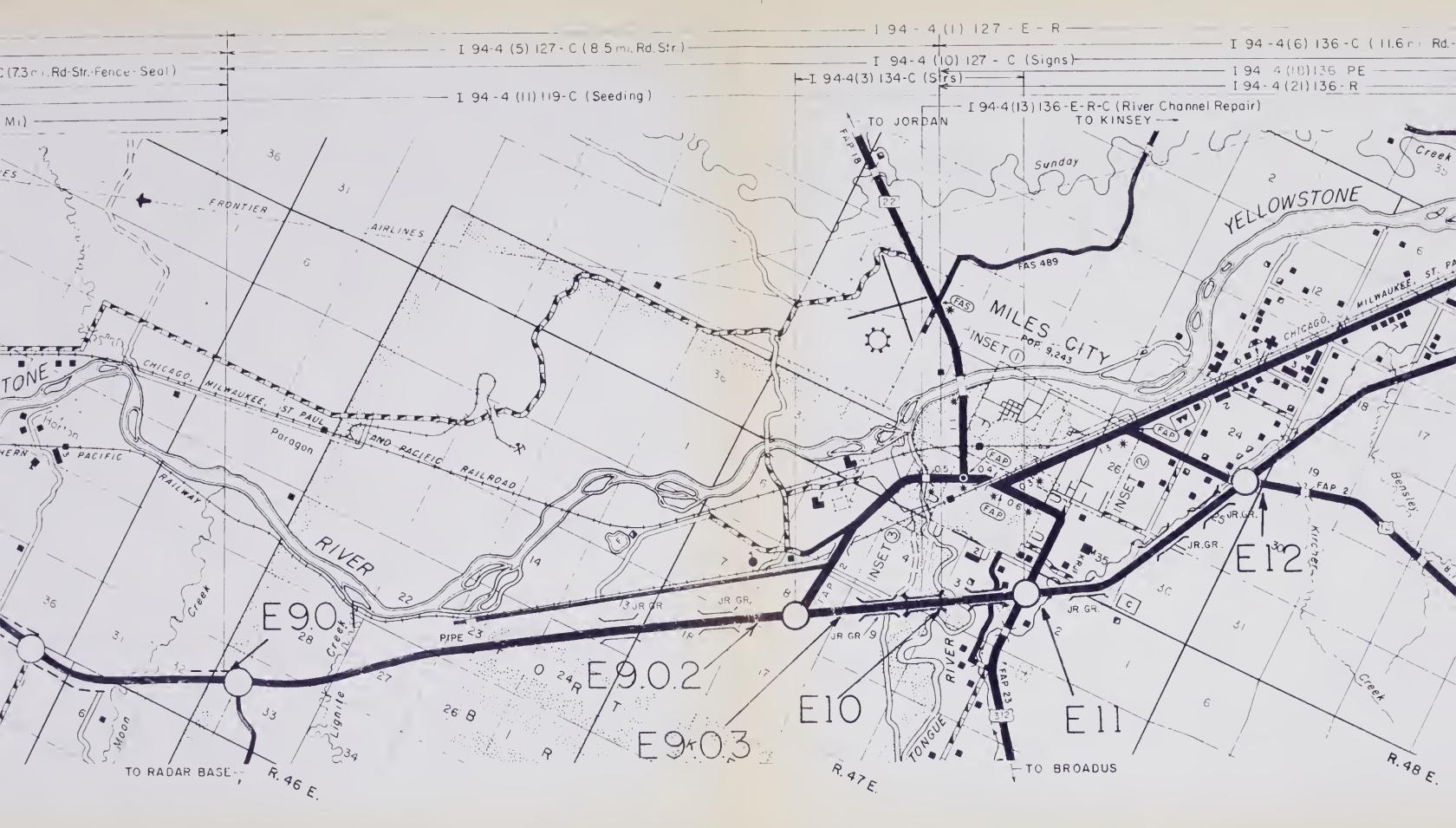
INTERSTATE ROUTE 94

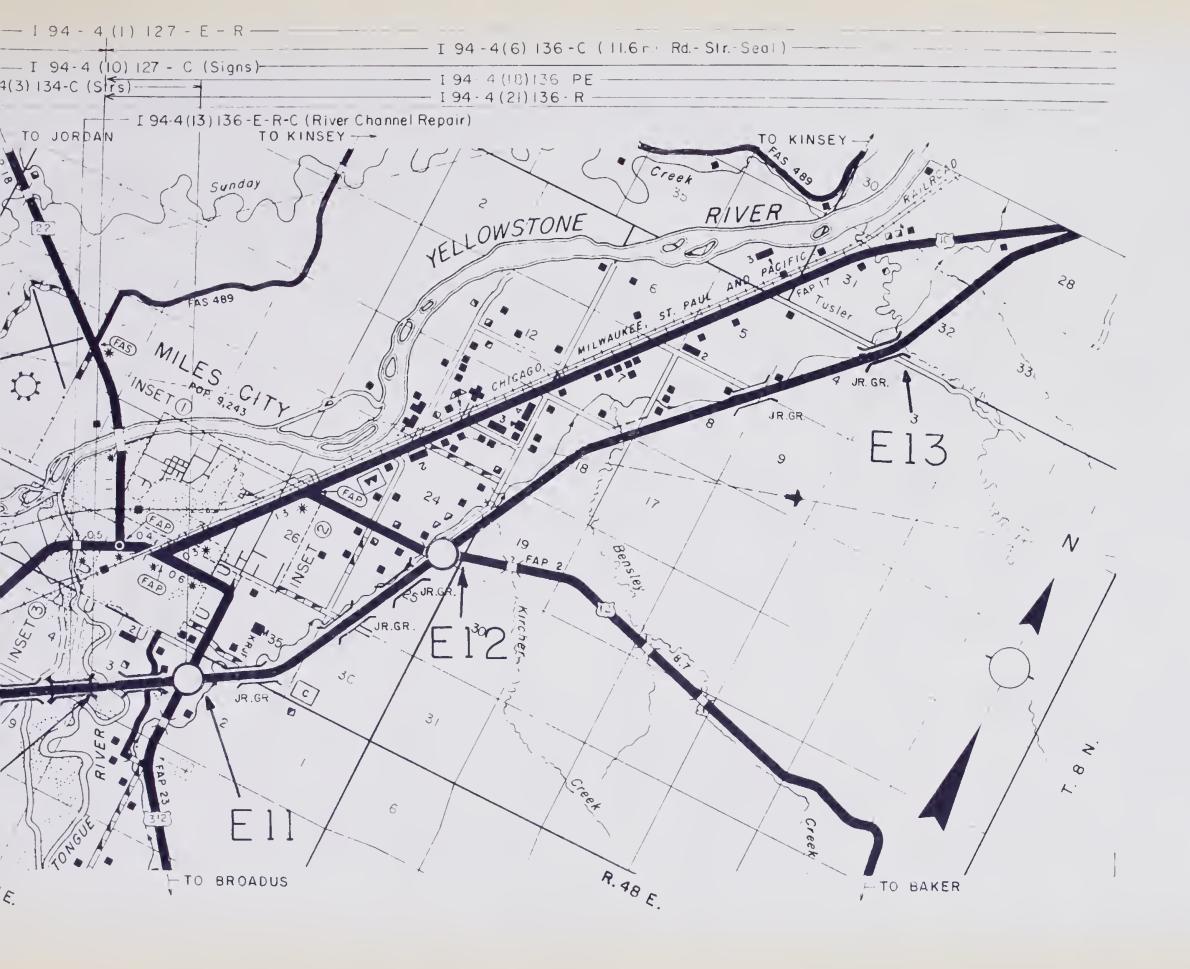
Sheet 2 of 5

Date October 31, 1969



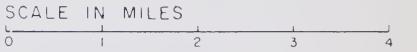






### LEGEND FOR INTERSTATE, ROUTES

INTERSTATE LOCATION STEP 4-5 INTERSTATE LOCATION STEP 1-2-3 INTERCHANGE HIGHWAY GRADE SEPARATION - NO CONNECTION RAILROAD GPADE SEPARATION COMBINATION HIGHWAY-RAILROAD GRADE SEPARATION OTHER BRIDGE TUNNEL TOLL BRIDGE, TUNNEL, HIGHWAY OR TO11 COMBINATION FRONTAGE ROAD TERMINATED CROSS ROAD INTERSECTION AT-GRADE URBAN AREA BOUNDARY POST MILEAGE 2 ROUTE SECTIONS

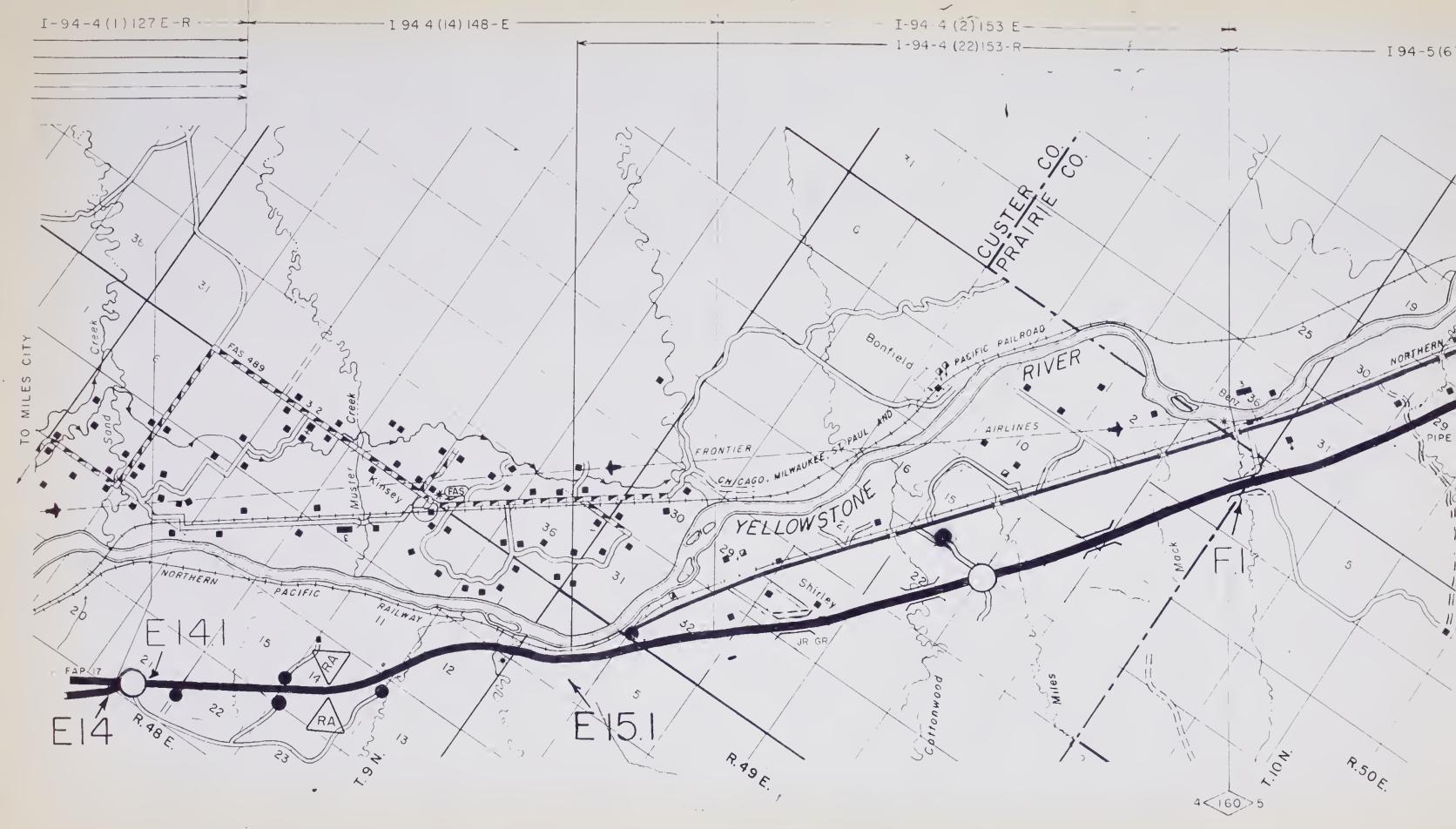


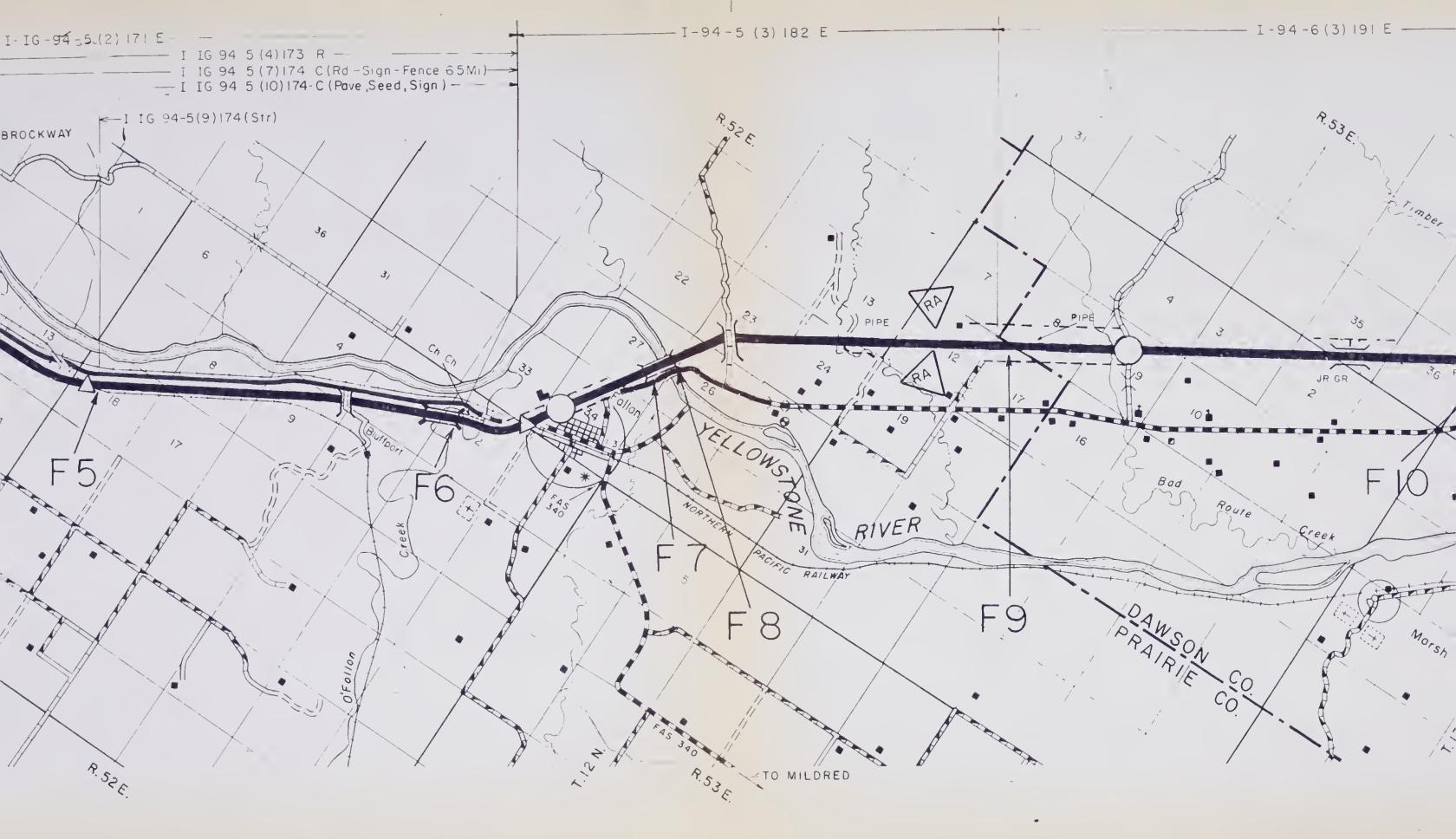
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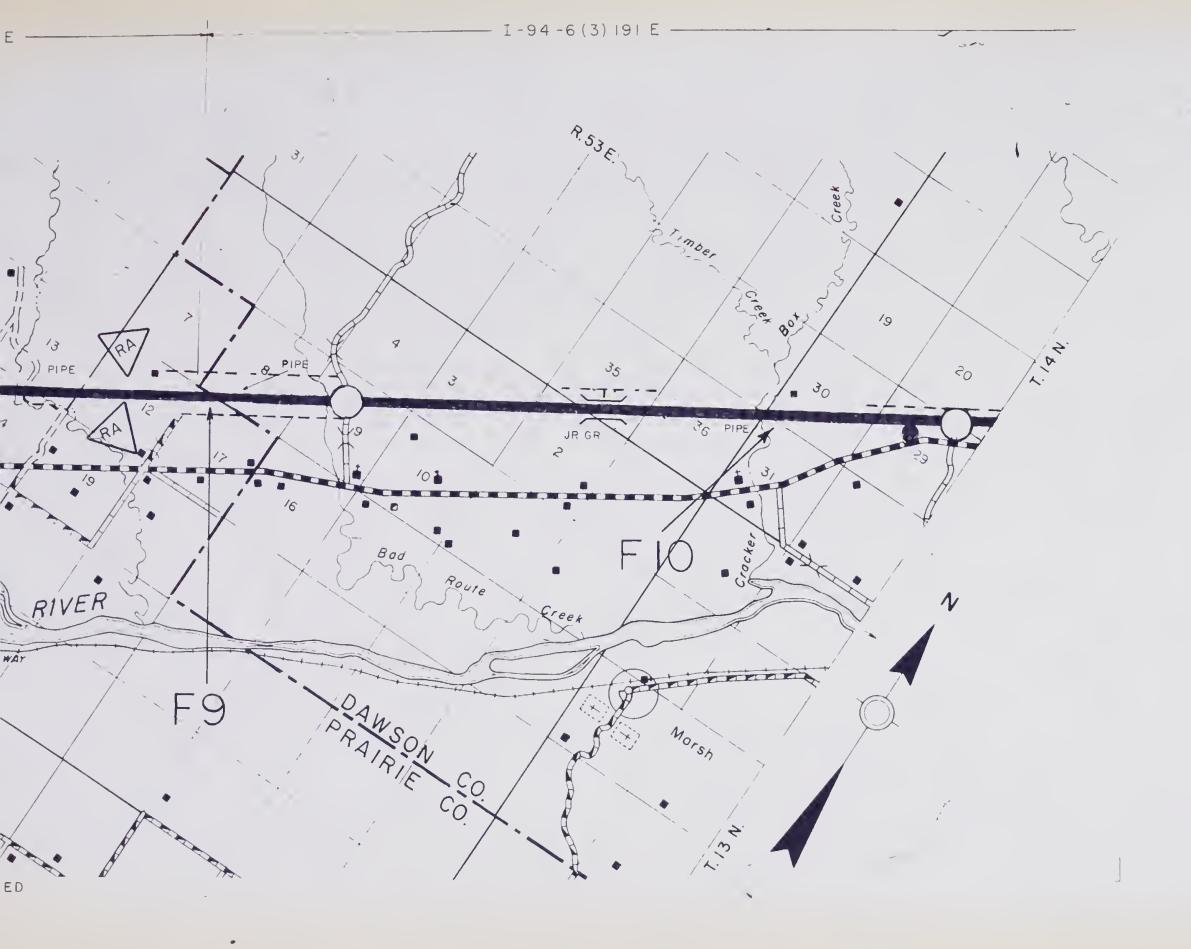
INTERSTATE ROUTE 94

Sheet 3 of 5

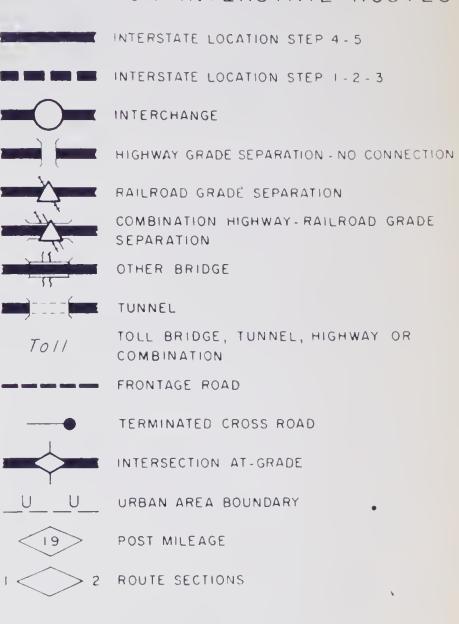
Date October 31, 1969

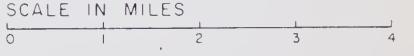






## LEGEND FOR INTERSTATE ROUTES



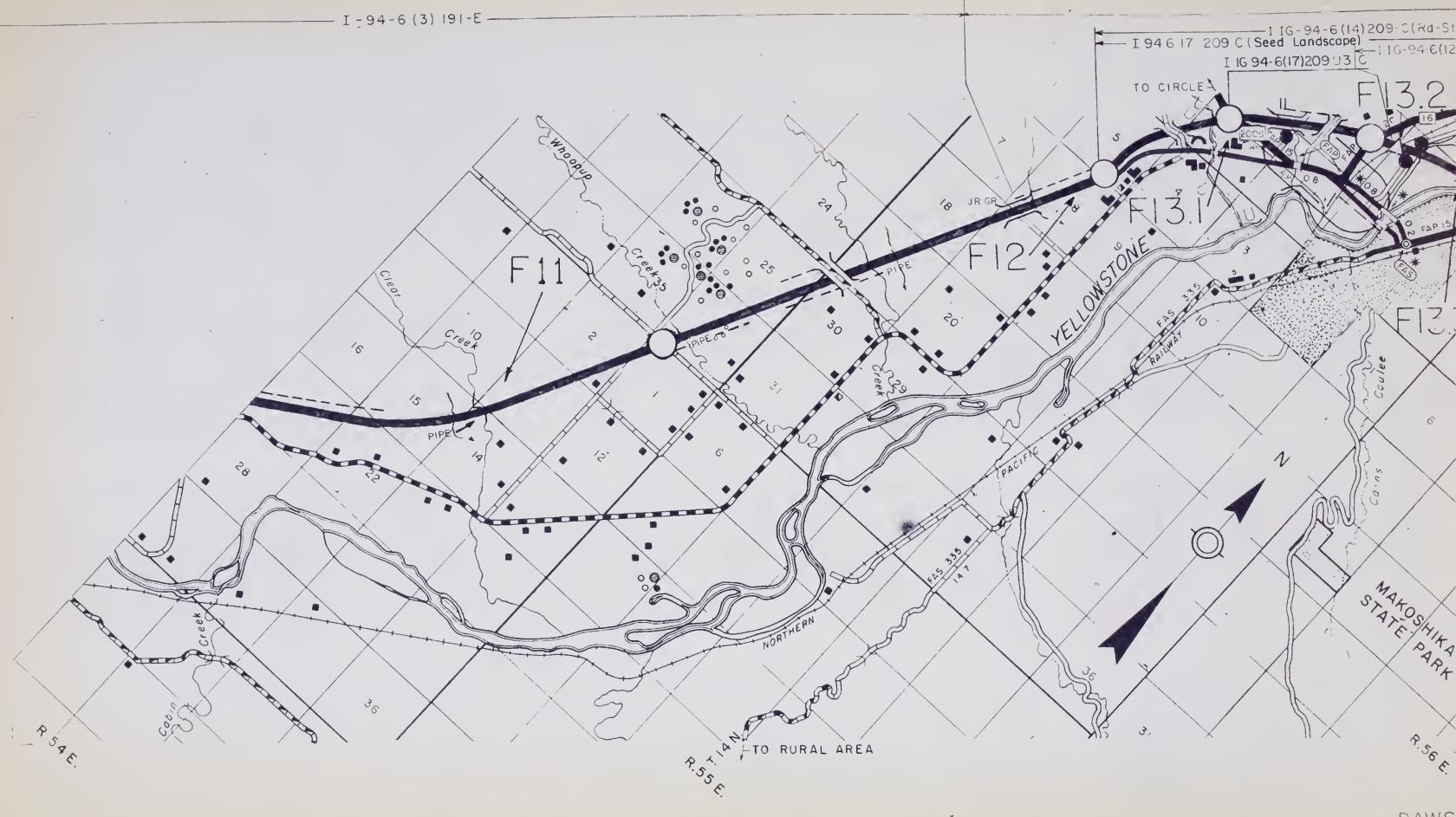


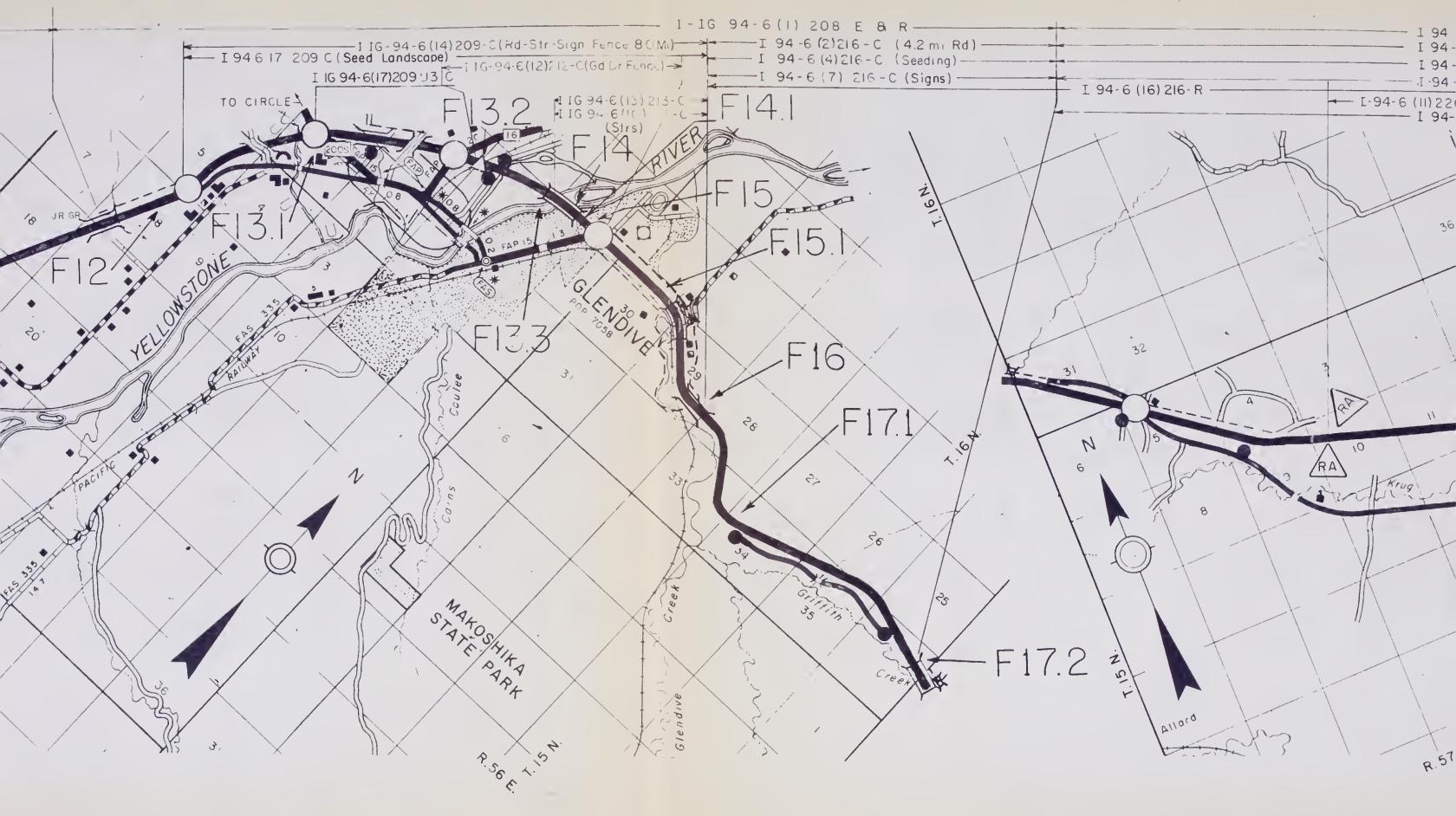
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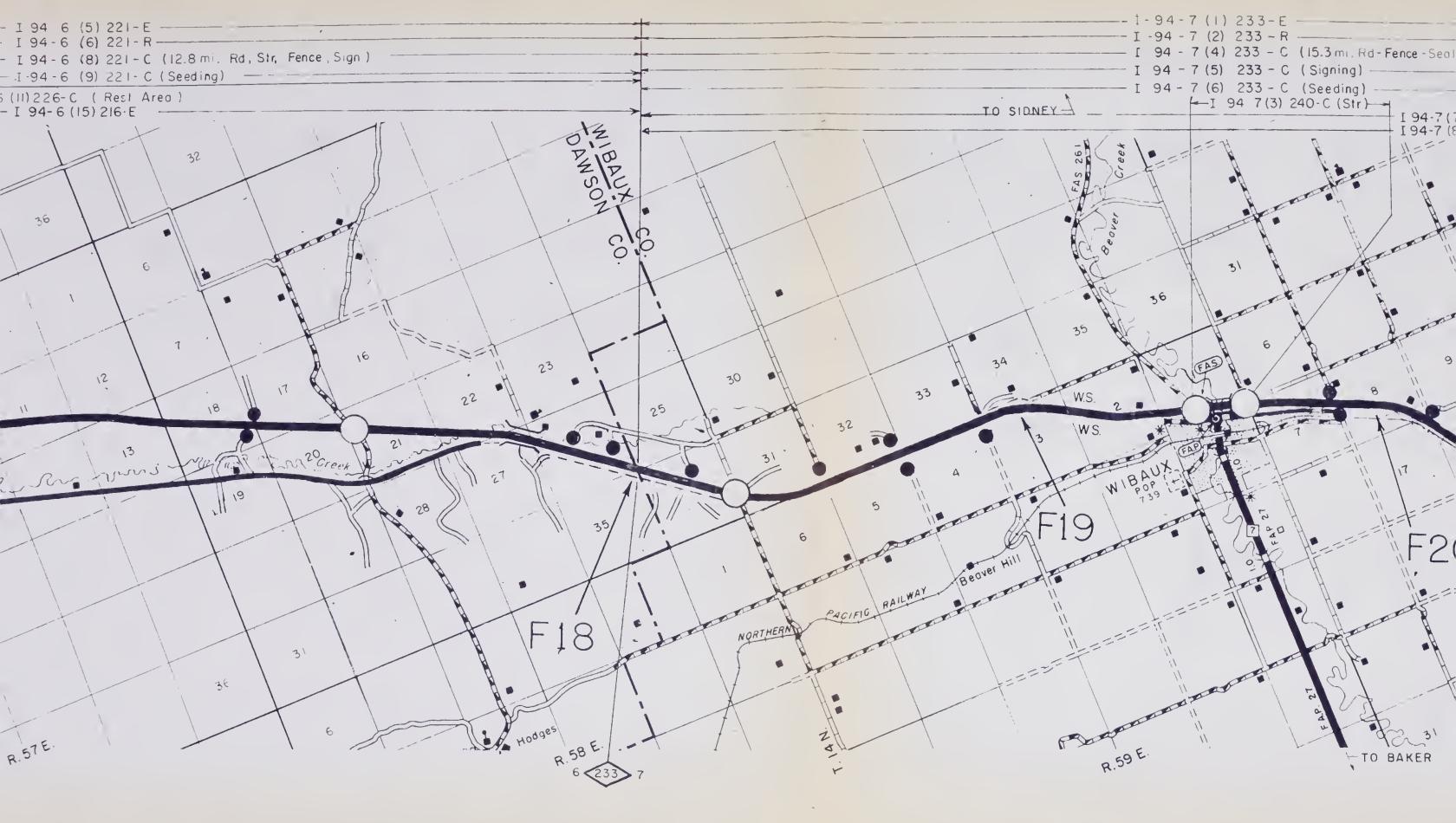
INTERSTATE ROUTE 94

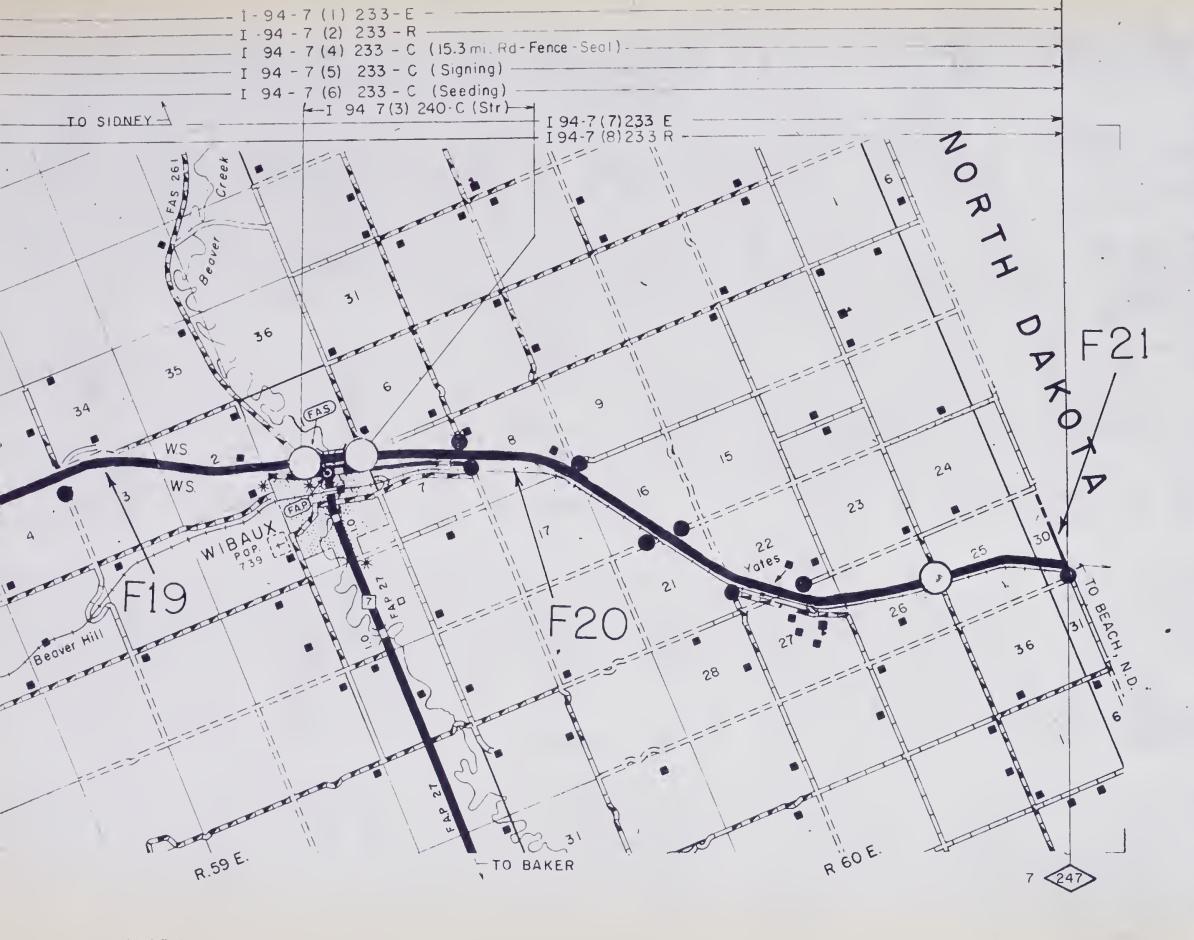
Sheet 4 of 5

Date October 31, 1969









LEGEND FOR INTERSTATE ROUTES

INTERSTATE LOCATION STEP 4-5

■ INTERSTATE LOCATION STEP 1-2-3

INTERCHANGE

HIGHWAY GRADE SEPARATION - NO CONNECTION

RAILROAD GRADE SEPARATION

COMBINATION HIGHWAY-RAILROAD GRADE

SEPARATION

OTHER BRIDGE

TUNNEL

Toll . TOLL BRIDGE, TUNNEL, HIGHWAY OR

COMBINATION

FRONTAGE ROAD

TERMINATED CROSS ROAD

NTERSECTION AT-GRADE

U U URBAN AREA BOUNDARY

19 POST MILEAGE

2 ROUTE SECTIONS

SCALE IN MILES

# MONTANA

INTERSTATE ROUTE 94

Sheet 5 of 5

Date October 31, 1969



### TABLE B - DESIGN CLASSIFICATION BY ESTIMATE SECTIONS

| STATE | MONTANA |  |  | INTERSTA | TE ROUT | E NO.  |   | 115    |       |
|-------|---------|--|--|----------|---------|--------|---|--------|-------|
|       |         |  |  | Sheet    | 1       | _ of _ | 1 | r<br>c | Sheet |

|   |      |          |      |   |              |             |         | <del></del> | _        |          |          |       |           |
|---|------|----------|------|---|--------------|-------------|---------|-------------|----------|----------|----------|-------|-----------|
|   |      | <b>,</b> | <br> |   | <del></del>  | ESTIMATE    | SECTION |             |          | ·        | SUBTO    | TALS  |           |
|   | K1.1 | K1.2     |      | 1 | ł            |             |         |             |          |          | 77777 47 |       | TOTAL FOR |
| ITEM  | K1.2 | K2       | <br> |   | <del>_</del> |             | ļ       |             |          |          | RURAL    | URBAN | ROUTE     |
|   | 22   | 22       |      |   |              |             | ļ       |             |          |          |          |       |           |
| 1. Section Length, miles (0.1)                              | 0.3  | 0.9      |      |   |              |             | ļ       |             |          |          | 1.2      |       | 1.2       |
| 2 Class: Rural or Urban (R or U)                            | R    | R.       |      |   | -            |             | ļ       |             |          |          |          |       |           |
| 3. Urban Area identification (name and code)                |      |          |      |   |              | <del></del> |         |             |          |          |          |       |           |
| 4. Location: Existing, new or toll (E, N or T)              | E    | E        |      |   |              |             | ļ       |             |          |          |          |       |           |
| 5. Mileage increment: Code 1, 2, 3 or 4 6. Design speed (V) | 1    | 1        |      |   |              |             |         |             |          |          |          |       |           |
| 6, Design speed (V)   | 70   | 50       |      |   |              |             |         |             | <u> </u> |          |          |       |           |
| 7. Traffic: <u>a. ADT 1967</u>                              | 2184 | 2184     |      |   |              |             |         | <u> </u>    |          | <u> </u> |          |       |           |
| b. ADT 1975<br>c. ADT 1990                                  | 4800 | 4800     |      | ļ | ļ            |             |         |             |          |          |          |       |           |
| c. ADT 1990   | 6850 | 6850     |      |   |              |             |         |             |          |          |          |       |           |
| 8. Traffic: a. Design year (19 )                            | 88   | 88       |      |   |              |             |         | <u> </u>    |          |          |          |       | <u> </u>  |
| b. ADT Design year  | 6550 | 6550     |      |   |              |             |         |             | 1        | <u> </u> |          |       |           |
| c. DHV Design year  | 770  | 770      |      |   |              | <u> </u>    | ]       |             |          |          |          |       |           |
| d. D Directional distribution factors                       | 60   | 60       |      |   |              |             |         |             |          |          |          |       |           |
| e. T Percent trucks design year (DHV)                       | 8    | 8_       |      |   |              |             |         |             |          |          |          |       |           |
| f. T Percent trucks design year (ADT)                       | 12   | 12       |      |   |              |             |         |             |          |          |          | _     |           |
| g. Assigned Corridor ADT design year                        |      |          |      |   |              |             |         |             |          |          |          |       |           |
| 9. Number of through traffic lanes (Design yr trf)          | 4    | 4        |      |   |              |             |         |             |          |          |          |       |           |
| 10. Mileage without frontage roads                          | 0.3  | 0.9      |      | Ì |              |             |         |             |          |          | 1.2      |       | 1.2       |
| ll. Mileage with frontage road one side only                |      |          |      |   |              |             |         |             |          |          |          |       |           |
| 12. Mileage with frontage roads on both sides               |      |          |      |   |              |             |         |             |          |          |          |       |           |
| 13. Typical cross-section reference                         | 30   | 30       |      |   |              |             |         |             |          |          |          |       |           |
| 14. Right-of-Way Width: Minimum                             | 200  | 200      |      |   |              |             |         |             |          |          |          |       |           |
| Prevailing  | 300  | 300      |      |   |              |             |         |             |          |          |          |       |           |
| 15. Median Width: Minimum                                   | 12   | 12       |      |   |              |             |         |             |          |          |          |       |           |
| Prevailing  | 76   | 76       |      |   |              |             |         |             |          |          |          |       |           |

| Signature: Juin Ma | Obelten | State Highway Engineer | March 1, 1970 |
|--------------------|---------|------------------------|---------------|
| State: (/          | Name    | Title                  | Date          |
|                    |         |                        |               |
| 1                  | 1       |                        |               |
| Hnstew             | art     | Division Engineer      | March 1, 1970 |
| BPR:               | Name    | Title                  | Date          |

## TABLE C - COST ESTIMATE BY ESTIMATE SECTIONS WITH ROUTE TOTALS

|       | MONTANA |  |  |  |  |
|-------|---------|--|--|--|--|
| STATE |         |  |  |  |  |
| 01441 |         |  |  |  |  |

| INTERS | TATE | ROUTE | NO | _ 115 |        |
|--------|------|-------|----|-------|--------|
| Sheet  | 1    | 0:    | f  | 1     | Sheets |

|   |             |              |     | <del></del> |              | ESTIM  | ATE SECTION                             | N & FINANC                                       | E CODE      |              |   | SUBTO | TAL         |             |
|---|-------------|--------------|-----|-------------|--------------|--|---|--|-------------|--------------|---|-------|-------------|-------------|
| ITEM  | K1.1        | K1.2         |     |             |              |  |   |  | 0001        |              |   |       |             | TOTAL FOR   |
| T T TAVE                                      | K1.2        | K2           |     |             |              |  |   |  |             |              |   | RURAL | URBAN       | ROUTE       |
|   | 22          | 22           |     |             |              |  |   |  |             |              |   |       |             | 110011      |
| Section Length, miles (0.1)                   | 0.3         | 0.9          |     |             | 1            |  |   |  |             |              |   | 1.2   |             | 1.2         |
| Class: Rural or Urban (R or U)                | R           | R            | · · |             |              |  |   |  |             |              |   | 1 • ~ |             | 1.2         |
| Urban Area identification (name and code)     |             | '            |     |             |              |  |   |  |             |              |   |       |             |             |
| Location: Existing, new or toll (E, N or T)   | F           | F            |     |             |              |  |   |  |             |              |   |       |             | <b>———</b>  |
| Mileage increment: Code 1, 2, 3 or 4          | 1           | ī            |     |             |              |  |   |  |             |              |   |       |             |             |
| No. Lanes to be constructed this estimate     |             |              |     |             |              |  |   |  |             |              |   |       |             | -           |
| No. Lanes to be improved this estimate        |             |              |     |             | _            |  |   | 1  |             |              |   |       |             |             |
| No. through traffic lanes                     | 1.          | 1.           |     |             |              |  |   |  | -           |              |   |       |             | <del></del> |
| Status of improvement October 31, 1969        | la(1)f      | la(1)f       |     |             | 1            |  | † · · · · · · · · · · · · · · · · · · · |  |             |              |   |       |             |             |
| WORK CLASSIFICATION                           | 14/1/1      | 14/1/1       |     |             |              |  |   | <u> </u>   |             |              |   |       |             |             |
| 1. Preliminary Engineering                    |             | 1            |     |             |              |  |   | <del>                                     </del> |             |              |   | 7     |             | 1           |
| 2. Right-of-Way                               |             | 1            |     |             | <del> </del> | <del>                                     </del> | <del>-</del>                            |  |             | -            |   |       | <u> </u>    | <del></del> |
| a. Right-of-Way and acquisition               |             | Ì            |     |             |              |  |   | 1  |             |              |   |       |             |             |
| b. Relocation payments                        | -           |              |     |             | <del> </del> |  | <del> </del>                            |  |             |              |   |       | -           | -           |
| 3. Clear & grub; demolition                   |             | ļ            |     |             | <del> </del> | 1  | <del> </del>                            | <del>                                     </del> |             |              |   |       |             | 1           |
| 4. Utility adjustments                        |             | <del> </del> |     |             | 1            | 1  |   |  |             | -            |   |       |             | -           |
| 5. Crede & drain, minor atmostures            |             |              |     |             | <del> </del> | -  | <del> </del>                            | -  | <del></del> | <del> </del> |   |       |             | 1           |
| 5. Grade & drain; minor structures            | <del></del> | <del> </del> | ļ   |             | <del> </del> | -  |   |  |             | ļ            |   |       | <del></del> |             |
| 6. Subbase; base; surfacing; shoulders        |             |              |     |             |              |  |   | <del> </del>                                     |             |              |   |       | -           | -           |
| 7. R.R. grade separations                     |             |              | -   |             | <del> </del> |  | <del> </del>                            |  |             | -            |   |       |             |             |
| 8. Highway grade separations without ramps    |             |              |     |             | <del> </del> |  |   |  |             |              |   |       |             |             |
| 9. Interchanges                               |             |              |     |             | <u> </u>     |  |   |  |             |              |   |       |             | 4           |
| O. Other bridges; tunnels                     |             | 1            |     |             |              |  |   |  |             |              |   |       |             |             |
| 11. Walls                                     |             |              |     |             |              | _  |   |  |             |              |   |       | L           |             |
| 12. Traffic control and safety improvements   | ľ           | i            |     |             |              |  |   |  |             |              |   |       |             |             |
| .a.Guardrail; fencing; lighting; traffic      | -           |              | 1   |             |              | i  |   |  |             |              |   |       |             |             |
| control devices                               |             |              |     |             |              |  |   |  |             |              |   | L     |             |             |
| b. Motorist service signs                     |             |              |     |             | Ť            |  |   |  |             |              |   |       |             |             |
| c. Safety improvements on completed sections  | 3           | 26           |     |             |              |  |   |  |             |              |   | 29    |             | 29          |
| 3. Roadside improvement                       |             |              |     |             |              |  |   |  |             |              |   |       |             |             |
| a. Erosion Control                            |             |              |     |             | 1            |  |   |  | İ           |              |   |       |             |             |
| b. Landscaping                                |             |              |     |             | 1            |  | I                                       |  |             |              |   |       |             |             |
| c_Rest Areas                                  |             |              |     |             |              |  |   |  |             | Ī            |   |       |             |             |
| d. Scenic overlooks                           |             |              |     |             |              |  |   |  |             |              |   |       |             |             |
| 4. All other items                            |             |              |     |             |              |  |   |  |             |              |   |       |             |             |
| All other items Subtotal, lines 3 to 14       | 3           | 26           |     |             |              |  |   |  |             |              |   | 29    |             | 29          |
| 16. Construction Engineering & Contingencies, |             | ~~~          |     |             |              |  |   |  |             |              |   |       |             |             |
| 10% of Line 15                                |             | 2            |     |             |              |  |   |  |             |              |   | 3     |             | 3           |
| 17. Total Cost of Construction,               |             |              |     |             |              |  |   |  |             |              |   |       |             |             |
| Lines 15 & 16                                 | 2           | 29           |     |             |              |  |   |  |             |              |   | 32    |             | 32          |
| 18. Total Estimate Cost, line 1, 2 & 17       |             |              |     |             | 1            |  |   |  | 1           |              |   | 33    |             | 32          |
| 10001 Boulmade 0080, 11He 1, 2 & 1/           |             | 30           |     |             |              |  |   |  | 1           | <u> </u>     | L |       |             |             |

| Signatura:        | M Of String | State Highway Engineer | March 1, 1970 |
|-------------------|-------------|------------------------|---------------|
| Signature: State: | Name        | Title                  | Date          |
|                   | tewort      | Division Engineer      | March 1, 1970 |
| RPR.              | Name        | Title                  | Date          |

TABLE C-1 - COST ESTIMATE AND NUMBER OF STRUCTURES AND REST AREAS
BY ESTIMATE SECTIONS WITH ROUTE TOTALS

| INTERSTATE | ROUTE | NO | 115 |        |
|------------|-------|----|-----|--------|
| Sheet      | 1     | of | 1   | Sheets |

|   |              |               |            |   |  |     |          |       | ES            | TAMTT | E SEC  | MOTT          | & FIN    | ANCE          | CODE    |               |             |               |         |         | S       | UBTOT | י א ד   |                   |           |
|---|--------------|---------------|------------|---|--|-----|----------|-------|---------------|-------|--------|---------------|----------|---------------|---------|---------------|-------------|---------------|---------|---------|---------|-------|---------|-------------------|-----------|
|   | 1/7 7        | 177 0         |            |   | T  |     |          |       | 20            | 1     | L DEC  | 71101         | GC 1 11V | NOT.          | OODE _  |               |             |               |         | Т       |         | ODIO  | 811     |                   | -0747 505 |
| TO TO   | Kl.1         | Kl.2          | 4          |   | i i  |     |          | i     |               | - 1   |        |               |          | - 1           |         |               |             | - 1           |         | - 1     | חזוח ו  | - I   | 1100 4  |                   | TOTAL FOR |
| ITEM  | K1.2         | K2            |            |   | ├  |     |          |       |               |       |        |               |          | $\rightarrow$ |         | $\dashv$      |             | $\overline{}$ |         |         | RURA    | 4     | URBA    | 1                 | ROUTE     |
|   | 22           |               | 22         |   | <b>_</b>   |     |          |       |               |       |        | $\overline{}$ | _        | $\rightarrow$ |         | -             |             | $\rightarrow$ |         |         |         |       |         | $\rightarrow$     |           |
| Section length, miles (0.1)                       | 0.3          |               | 0.9        |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         | 1       | .2    |         | $\perp$           | 1.2       |
| Class: Rural or Urban (R or U)                    | R            |               | R :        |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Urban Area identification (name and code)         |              |               |            |   | Ι  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Location: Existing, new or toll (E, N or T)       | E            |               | E          |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Mileage increment: Code 1, 2, 3 or 4              | 1            |               | 7          |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| No. Lanes to be constructed this estimate         | 0            |               | 0          |   |  |     |          |       |               |       |        |               |          |               |         | $\neg$        |             |               |         |         |         |       |         |                   |           |
| No. Lanes to be improved this estimate            | 0            |               | 0          |   | <del>                                     </del> |     |          |       |               |       |        |               |          |               |         | _             |             |               |         |         | -       |       |         |                   |           |
| No. through traffic lanes                         | ,            |               | 4          |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
|   | la(1)f       | 7.5           | (1)f       |   | <del> </del>                                     |     |          |       |               |       |        |               |          |               |         |               | <del></del> | -             |         |         |         | -     |         | $\rightarrow$     |           |
| Status of improvement, October 31, 1969 (PR-511)  |              | Ta            | $(\top)$ I |   | <u> </u>   |     | <u> </u> |       |               |       |        |               | L        |               |         |               |             |               |         |         |         | 1     |         |                   |           |
|   |              |               |            |   |  |     |          |       | ~ ~ ~ ~       | / 0=  | 0001   |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
|   |              |               |            |   |  | ا   | EST LMA  | TED ( | COSTS         | (\$1, | 000)   | AND .         | NUMBER   | OF I          | UNITS A | AND A         | STRUCT      | URES          | 5       |         |         |       |         |                   |           |
|   |              |               |            |   |  |     | · ·      | _     |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Item No. From Table C WORK CLASSIFICATION         | IInit Ctn    | IImi+         | C+ m       | Unit Str                                | IImi+  | C+n | 117:+    | 2+2   | IIni+         | C+n   | IInit  | C+n           | IIni+    | 2+ 2          | IIni+ S | 5+ m  T       | ini+ s      | +             | IIm i + | 2+2     | IIni+ l | C+m   | IIni+ C | 5+m               | nst Ctn   |
| Table C   | OULTPET      | OHLY          | SUL        | 011111301                               | 0111.0   | 201 | 0111 6 1 | 361   | 0111 0        | D/1.  | 0111 4 | 501           | 0111 6 1 | 201.          | 01110   | 001           | 11100       | 101           | OHIG    | 201     | OUT     | 361   | OHLU    | OF 0              | HILISTE   |
| 7. R.R. grade separation - Cost                   |              |               |            |   | <u> </u>   |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| a. No. to be constructed                          |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Cost  |              |               |            |   | 1  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| b. No. in service or authorized - to be improved  |              |               |            |   |  |     |          | ĵ     |               |       |        |               |          |               |         |               |             |               |         | T i     |         |       |         |                   |           |
| Cost  |              |               |            |   | i '  |     | İ        | î     |               |       |        |               |          | Ť             |         | _             |             |               |         |         |         |       |         |                   |           |
| c. No. in service - cost = zero                   |              |               | í          |   |  |     | i        | —-i   |               |       |        |               |          |               |         | $\neg$        |             |               |         |         |         |       |         |                   |           |
| d. No. in authorized status - cost = zero         | <del>-</del> | -             |            |   | ¦  |     |          | i     |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         | -                 |           |
|   |              |               |            |   |  |     | ļ        |       |               |       |        |               |          | -             |         | -             |             |               |         | -       |         |       |         | $\rightarrow$     |           |
| 8. Highway grade separations without ramps - Cost |              | <br>          |            |   | <del> </del>                                     |     |          |       | <del></del> - |       |        |               | -        |               |         | -+            |             |               |         |         | T       |       |         |                   |           |
| a. No. to be constructed                          |              | <del> 1</del> |            |   |  |     |          |       |               |       | 1      |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Cost  |              | <u> </u>      |            |   | ļ  |     | <br>     |       |               |       |        |               |          |               |         |               |             |               |         | <u></u> |         |       |         |                   |           |
| b. No. in service or authorized - to be improved  |              | ļL            | ļ          |   | لـــــا  |     |          | !     |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         | $\rightarrow$     |           |
| Cost  |              | ļ             |            |   | <u>ļ</u> ,                                       |     | ļ        |       |               |       |        |               | <u> </u> |               |         |               |             |               |         |         |         |       |         |                   |           |
| c. No. in service - cost = zero                   |              | 2             | 3 1        |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         | 2       | 3     |         |                   | 2 3       |
| c. No. in authorized status - cost = zero         |              |               |            | <u> </u>                                |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| 9. <u>Interchanges - Cost</u>                     |              |               |            |   |  | j   |          |       |               | J     |        |               |          |               |         |               |             | 1             |         |         |         |       |         |                   |           |
| a. No. to be constructed                          |              |               | Ĭ          |   |  |     |          |       |               |       |        |               |          |               |         | $\neg$        |             | $\Box$        |         |         |         |       |         |                   |           |
| Cost  |              | 1             | Ĭ          | • | Î  |     |          | Ĭ     |               |       |        |               |          |               | •       |               |             |               |         |         |         |       | •       |                   |           |
| b. No, in service or authorized - to be improved  | 1            |               |            |   |  |     |          | Ť     |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| Cost  |              |               |            |   | <u> </u>   |     | <u> </u> | i     |               |       |        |               | <u> </u> |               |         | $\neg$        |             |               |         |         |         |       |         |                   |           |
| c. No. in service - cost = zero                   |              | 7             | 2          |   | 1  |     | r        |       |               |       | 1      |               |          |               |         | _             |             |               |         |         | 1       | 2     |         |                   | 1 2       |
| d. No. in authorized status - cost = zero         |              | <del>  </del> | ~          |   |  |     |          |       |               |       |        |               |          | _             |         | _             |             |               |         |         | -       | ~     |         | $\rightarrow$     | 1         |
| LO. Other bridges and tunnels - Cost              |              | -             |            |   |  |     | 1        |       |               |       |        |               | -        |               |         | -             |             |               |         |         |         | -     |         | $\rightarrow$     |           |
| a. No. to be constructed                          |              |               |            |   | <del>                                     </del> |     |          |       | Т             |       |        |               |          | $\overline{}$ |         | $\rightarrow$ |             |               |         |         |         |       |         | $\rightarrow$     |           |
| Cost  |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         | -             |             | -             |         |         |         |       |         | $\rightarrow$     |           |
|   |              |               |            |   | 1  |     |          |       | 1             |       |        |               |          |               |         | $\rightarrow$ |             |               |         |         |         |       |         |                   |           |
| b. No. in service or authorized - to be improved  |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               | l       |         |         |       |         | $\rightarrow$     |           |
| Cost  |              |               |            | <del></del>                             | ļ.,  |     |          |       |               |       |        |               |          |               | ,       | $\rightarrow$ |             |               |         |         |         |       |         |                   |           |
| c. No. in service - cost = zero                   |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         | $\longrightarrow$ |           |
| d. No. in authorized status - cost = zero         |              |               | ŀ          |   |  |     | l        |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
|   |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
|   |              |               |            |   |  |     | E        | STIM  | ATED (        | COSTS | (\$1,  | 000)          | AND N    | UMBEI         | R OF RI | EST .         | AREAS       |               |         |         |         |       |         |                   |           |
| 3c. Rest Areas - Cost                             |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| a. No, to be constructed                          |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         | 1       |       |         |                   |           |
| Cost  |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         |               |             |               |         |         |         |       |         |                   |           |
| b. No. in service or authorized - to be improved  |              |               |            |   | <b></b>  |     |          |       |               |       |        |               |          |               |         |               | -           |               |         |         |         |       |         |                   |           |
| Cost  |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         | -             |             |               |         |         |         |       |         |                   |           |
| c. No. in service - cost = zero                   |              |               |            |   | -  |     |          |       |               |       |        |               |          | -             |         |               |             |               |         |         | -       |       |         |                   |           |
|   |              |               |            |   |  |     |          |       |               |       |        |               |          |               |         | +             |             |               |         |         |         |       | -       |                   |           |
| d. No. in authorized status - cost = zero         |              | L             |            |   | L  |     |          |       |               |       |        |               |          | $ \bot $      |         |               |             |               |         |         |         |       |         |                   |           |
|   |              |               |            |   |  |     |          |       |               |       |        |               | _        |               |         |               |             |               |         |         |         |       |         |                   |           |

MONTANA

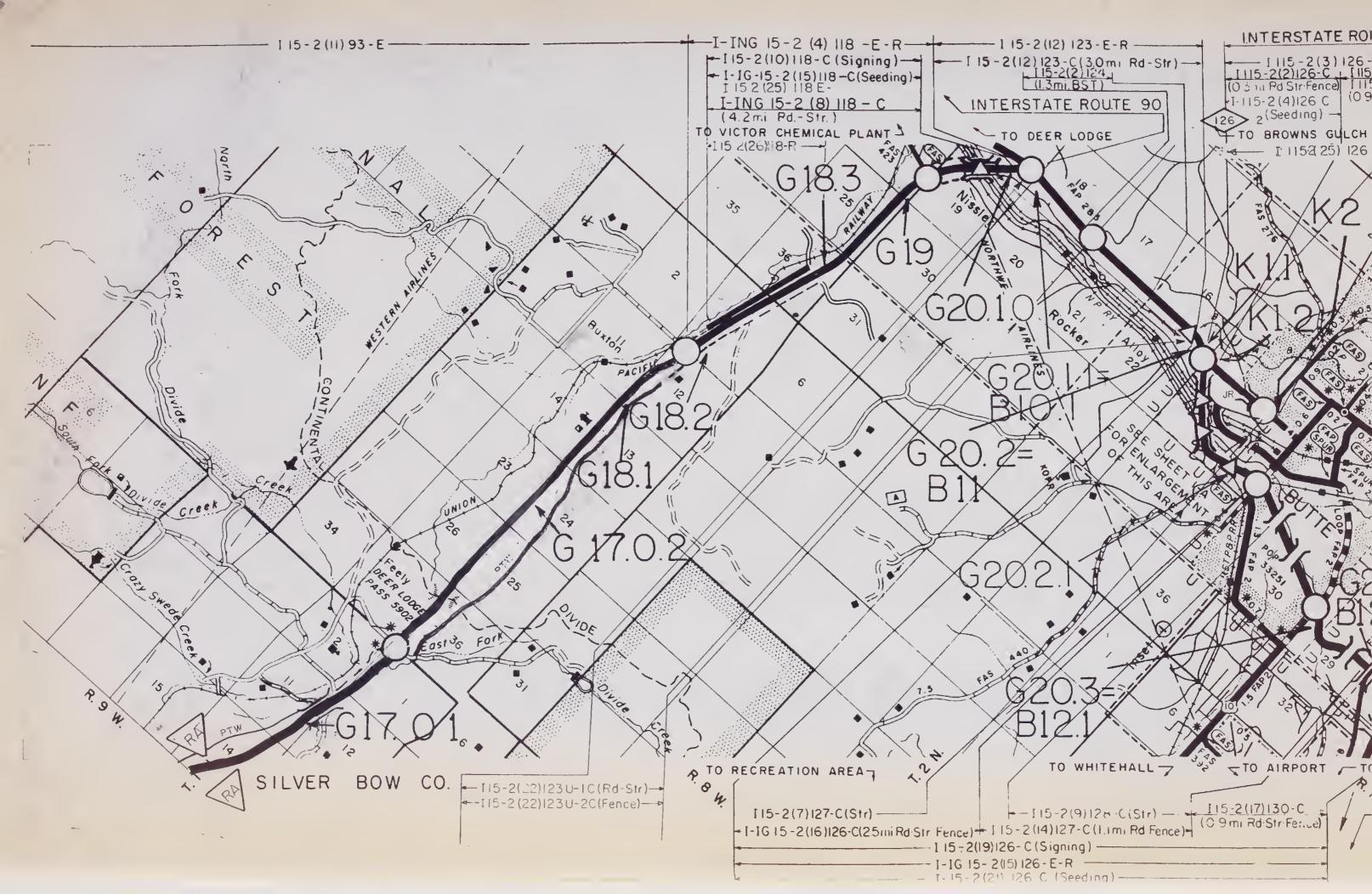
STATE \_

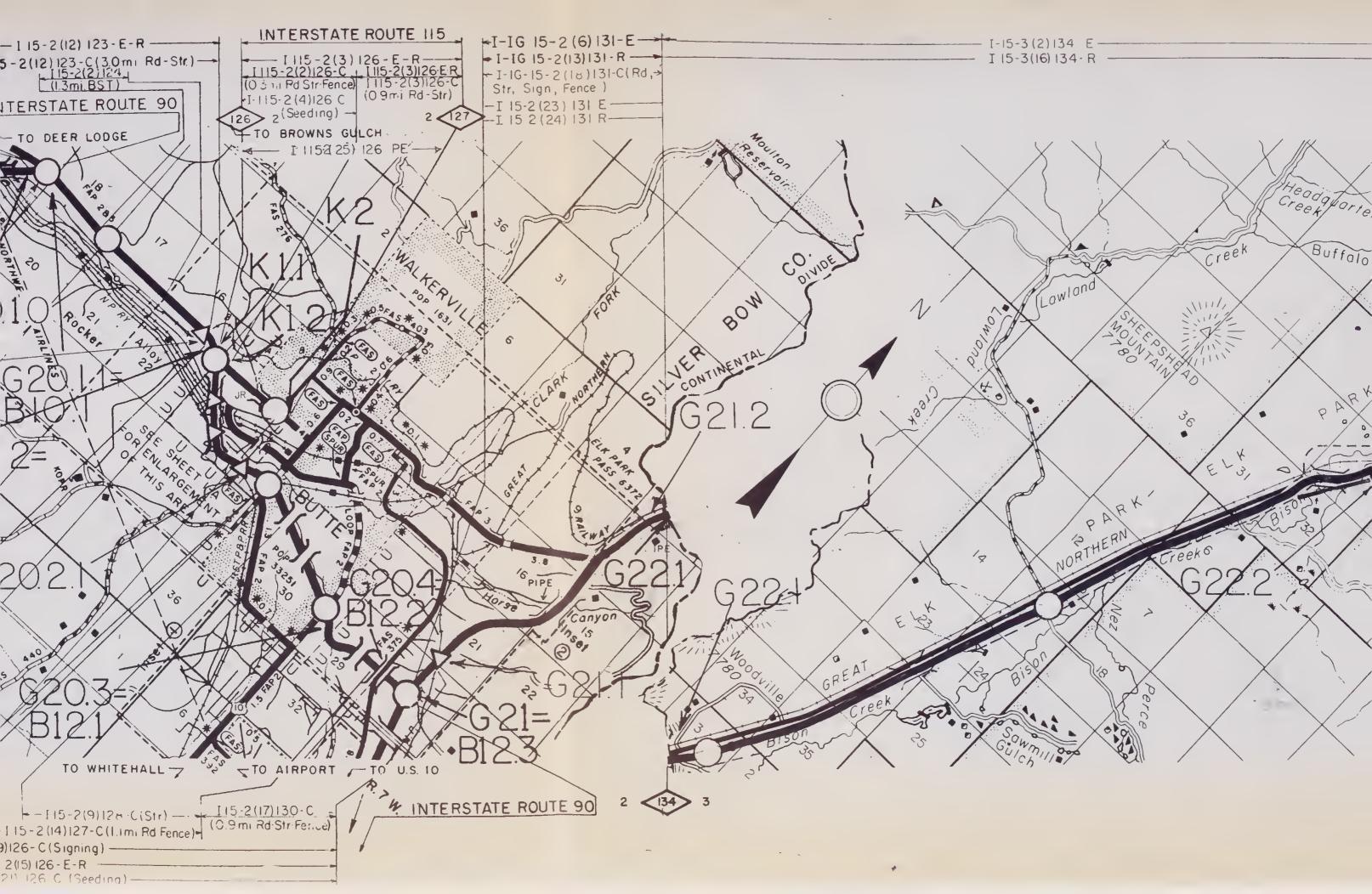
State Highway Engineer Title

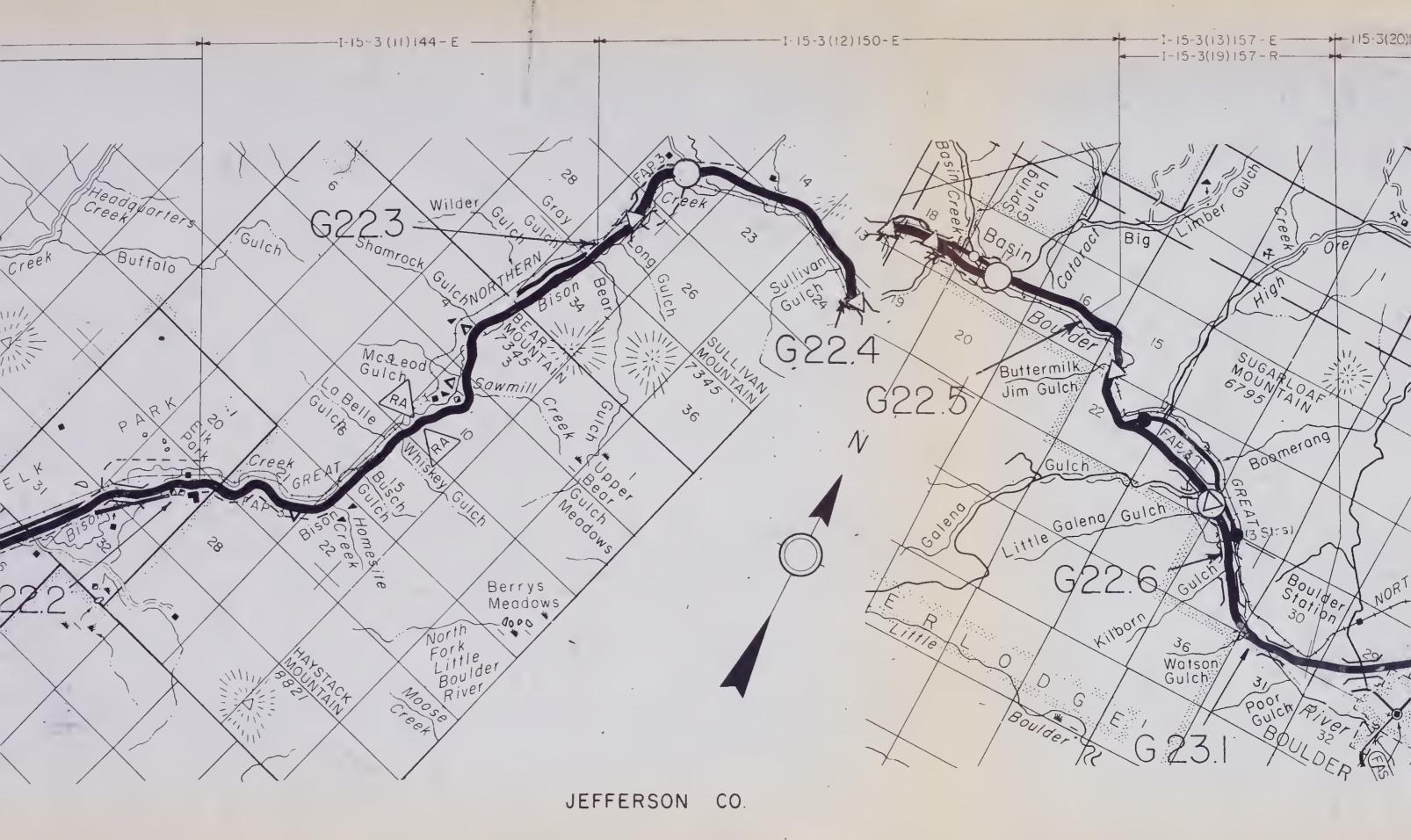
March 1, 1970 Date

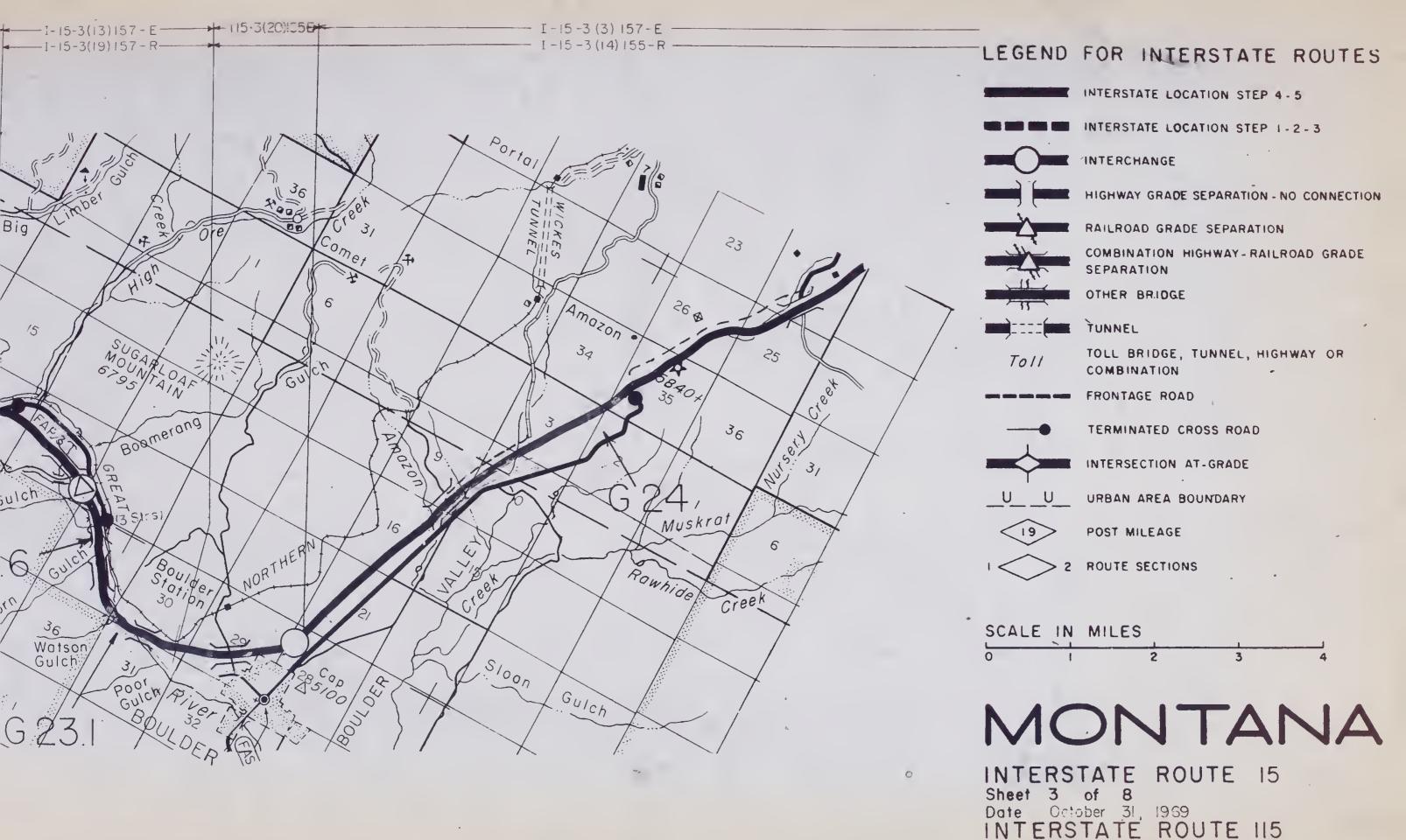
Division Engineer

March 1, 1970









(COMPLETE ROUTE ON THIS SHEET.)



## TABLE B - DESIGN CLASSIFICATION BY ESTIMATE SECTIONS

| STATE | MONT AN A | INTERSTA | TE ROUT | E NO.  |    | 315   |
|-------|-----------|----------|---------|--------|----|-------|
|       |           | Sheet    | 1       | _ of _ | 11 | Sheet |

| L1   L2   L3  | ESTIMATE SECTION | RURAL |       | TOTAL FOR ROUTE  O.8 |
|---|------------------|-------|-------|----------------------|
| ITEM   L2   L3     22   22  |                  | RURAL | URBAN | ROUTE                |
| 1, Section Length, miles (0.1)   0.3   0.5     2, Class: Rural or Urban (R or U)   U*   U*     3, Urban Area identification (name and code)   357#   357#     4, Location: Existing, new or toll (E, N or T)   E   E     5, Mileage increment: Code 1, 2, 3 or 4   1   1     6, Design speed (V)   50   50     7, Traffic: a, ADT 1967   6230   6230                      |                  |       |       |                      |
| 2. Class: Rural or Urban (R or U)  3. Urban Area identification (name and code)  4. Location: Existing, new or toll (E, N or T)  5. Mileage increment: Code 1, 2, 3 or 4  6. Design speed (V)  7. Traffic: a. ADT 1967  U* U* U* U* 357# 357#  1  |                  |       | 0.8   | 8.0                  |
| 2. Class: Rural or Urban (R or U)       U*       U*         3. Urban Area identification (name and code)       357#       357#         4. Location: Existing, new or toll (E, N or T)       E       E         5. Mileage increment: Code 1, 2, 3 or 4       1       1         6. Design speed (V)       50       50         7. Traffic: a. ADT 1967       6230       6230 |                  |       |       |                      |
| 3. Urban Area identification (name and code)       357#       357#         4. Location: Existing, new or toll (E, N or T)       E       E         5. Mileage increment: Code 1, 2, 3 or 4       1       1         6. Design speed (V)       50       50         7. Traffic: a. ADT 1967       6230       6230   |                  |       |       |                      |
| 4. Location: Existing, new or toll (E, N or T)       E       E         5. Mileage increment: Code 1, 2, 3 or 4       1       1         6. Design speed (V)       50       50         7. Traffic: a. ADT 1967       6230       6230  |                  |       |       |                      |
| 5. Mileage increment: Code 1, 2, 3 or 4       1       1         6. Design speed (V)       50       50         7. Traffic: a. ADT 1967       6230       6230   |                  |       |       |                      |
| 6. Design speed (V)       50       50         7. Traffic: a. ADT 1967       6230       6230   |                  |       |       |                      |
| 7. Traffic: a. ADT 1967 6230 6230   |                  |       |       |                      |
| b. ADT 1975 14450 14450 c. ADT 1990 21350 21350   |                  |       |       | 1                    |
| c. ADT 1990 21350 21350   |                  |       |       |                      |
|   |                  |       |       |                      |
| 8. Traffic: a. Design year (19 ) 84 84  |                  |       |       |                      |
| b. ADT Design year 18550 18550  |                  |       |       |                      |
| c. DHV Design year 1800 1800  |                  |       |       |                      |
| d. D Directional distribution factors 60 60   |                  |       |       |                      |
| e. T Percent trucks design year (DHV) 7 7   |                  |       |       |                      |
| f. T Percent trucks design year (ADT)   |                  |       |       |                      |
| g. Assigned Corridor ADT design year  |                  |       |       |                      |
| 9. Number of through traffic lanes (Design yr trf) 4 4  |                  |       |       |                      |
| 10. Mileage without frontage roads 0.3 0.5  |                  |       | 0.8   | 0.8                  |
| 11. Mileage with frontage road one side only  |                  |       |       |                      |
| 12. Mileage with frontage roads on both sides   |                  |       |       | 1                    |
| 13. Typical cross-section reference 30 30   |                  |       |       |                      |
| 14. Right-of-Way Width: Minimum 200 180   |                  |       |       |                      |
| Prevailing 240 200  |                  |       |       |                      |
| 15. Median Width: Minimum 20 20   |                  |       |       |                      |
| Prevailing 20 20  |                  |       |       |                      |

| Town HILL STEIN      | State Highway Engineer | March 1, 1970 |
|----------------------|------------------------|---------------|
| Signature: Name Name | Title                  | Date          |
| HM Stowart.          | Division Engineer      | March 1, 1970 |
| BPR: Name            | Title                  | Date          |

<sup>#</sup> Great Falls

\* Section is comparable to a corresponding section in the 1968 Estimate.

### TABLE C - COST ESTIMATE BY ESTIMATE SECTIONS WITH ROUTE TOTALS

| STATE | MONTANA |  |
|-------|---------|--|
|       |         |  |

| INTERS | TATE | ROUTE | NO | 3 | 15     |
|--------|------|-------|----|---|--------|
| Sheet  | 1    | 0:    | c  | 1 | Sheets |

|  |           |          |   |   |   | ESTIMATE | ESECTION | & FINANC | E CODE |   | -  | SUBTOTAL |       |           |  |  |
|--|-----------|----------|---|---|---|----------|----------|----------|--------|---|--|----------|-------|-----------|--|--|
| ITEM   | L1<br>L2  | L2<br>L3 |   |   |   |          |          |          |        |   |  |          |       | TOTAL FOR |  |  |
|  |           |          |   |   |   |          |          |          |        |   |  | RURAL    | URBAN | ROUTE     |  |  |
|  | 22        | 22       |   |   |   |          | I        |          |        |   |  |          |       |           |  |  |
| Section Length, miles (0.1)  | 0.3       | 0.5      |   |   |   |          |          |          |        |   |  |          | 0.8   | 0.8       |  |  |
| Class: Rural or Urban (R or U)   | U         | U        |   |   |   |          |          |          |        |   |  |          |       | 0.0       |  |  |
| Urban Area identification (name and code)  | 357#      | 357#     |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| Location: Existing, new or toll (E, N or T)  | E         | E        |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| Mileage increment: Code 1, 2, 3 or 4   | 1         | 1        |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| No. Lanes to be constructed this estimate  |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| No. Lanes to be improved this estimate   |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| No. through traffic lanes  | 4         | 4        |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| Status of improvement October 31, 1969   | la(1)f    | la(1)f   |   |   |   |          |          |          |        | Ì |  |          |       |           |  |  |
| WORK CLASSIFICATION  |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 1. Preliminary Engineering   |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 2. Right-of-Way  |           |          |   |   |   |          |          |          |        | : |  |          |       |           |  |  |
| a. Right-of-Way and acquisition  |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| b. Relocation payments   |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 3. Clear & grub; demolition  |           |          |   | l |   | T        |          |          |        |   |  |          |       |           |  |  |
| 4. Utility adjustments   |           |          |   |   |   |          |          |          |        | 1 |  |          |       |           |  |  |
| 5. Grade & drain; minor structures   |           |          |   |   |   |          |          |          | ,      |   |  |          |       |           |  |  |
| 6. Subbase; base; surfacing; shoulders   |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 7. R.R. grade separations  |           |          |   |   |   |          | İ        |          |        |   |  |          |       |           |  |  |
| 8. Highway grade separations without ramps   |           |          |   |   |   |          |          | ·        |        |   |  |          |       |           |  |  |
| 9. Interchanges  |           |          |   |   |   |          |          |          |        | 1 |  |          |       |           |  |  |
| 10. Other bridges; tunnels   |           |          |   |   |   |          | İ        |          |        |   |  |          |       |           |  |  |
| 11. Walls  |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 12. Traffic control and safety improvements  |           |          |   |   |   |          | 1        |          |        | 1 |  |          |       | 1         |  |  |
| .a.Guardrail; fencing; lighting; traffic   |           |          |   |   |   |          | 1        |          |        |   |  |          | ŀ     |           |  |  |
| control devices  |           |          |   |   |   |          | 1        |          |        | 1 |  |          |       |           |  |  |
| b. Motorist service signs  |           |          |   |   |   |          |          |          | -      |   | <del> </del>                                     | 1        |       |           |  |  |
| c. Safety improvements on completed sections   | 5         | 7        |   |   |   |          |          |          |        | 1 | <del>                                     </del> |          | 12    | 12        |  |  |
| 13. Roadside improvement   |           | · ·      | - |   |   |          |          |          |        |   |  |          | 12    | 12        |  |  |
| a Erosion Control  |           |          |   |   |   |          | İ        |          |        |   |  |          | 1     |           |  |  |
| b_Landscaping  |           |          |   |   |   |          |          |          |        |   |  | 1        |       |           |  |  |
| c Rest Areas   |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| d. Scenic overlooks  |           |          |   |   |   |          |          |          |        |   |  |          |       | 1         |  |  |
| 14. All other items  |           |          |   |   | İ | İ        |          |          |        |   |  |          |       |           |  |  |
| All other items  Subtotal, lines 3 to 14  Construction Engineering & Contingencies,  | 5         | 7        |   |   |   |          |          |          |        |   |  |          | 12    | 12        |  |  |
| 16. Construction Engineering & Contingencies.  |           |          |   |   |   |          |          |          |        |   |  |          |       |           |  |  |
| 10% of Line 15   | j         | 1        |   |   |   |          |          |          |        |   |  |          | 2     | 2         |  |  |
| 17. Total Cost of Construction,  |           |          |   |   |   |          |          |          |        | 1 |  |          |       |           |  |  |
| Lines 15 & 16  | 6         | 8        |   |   |   |          |          |          |        |   |  |          | 14    | 14        |  |  |
| 18. Total Estimate Cost, line 1, 2 & 17  | 6         | 8        |   |   |   |          |          |          |        | 1 |  |          | 14    | 14        |  |  |
| The state of the s | #Great Fa |          |   |   |   | 1        | - +      |          |        | 1 | 1  |          | 1     |           |  |  |

#Great Falls

| Signature: Jesus Md | Co Stairs | State Highway Engineer | March 1, 1970 |
|---------------------|-----------|------------------------|---------------|
| State: 4            | Name      | Title                  | Date          |
| HARRI               | tewart    | Division Engineer      | March 1, 1970 |
| BPR:                | Name      | Title                  | Date          |

TABLE C-1 - COST ESTIMATE AND NUMBER OF STRUCTURES AND REST AREAS
BY ESTIMATE SECTIONS WITH ROUTE TOTALS

| INTERSTAT | E ROUTE | NO | 315 | 5     |
|-----------|---------|----|-----|-------|
| Sheet     | 1       | of | 1   | Sheet |

|  |  |             |             |  |  |  |           |                   | ESTIMAT   | 'E SECT      | TON            | & FINANO    | E COD          | F            |  |        |          | -             | SUBTO       | TAT  |      |                |                |
|--|--|-------------|-------------|--|--|--|-----------|-------------------|-----------|--------------|----------------|-------------|----------------|--------------|--|--------|----------|---------------|-------------|--|------|----------------|----------------|
|  | T 7  |             | T 7 0       |  | т  |  |           |                   | DOTEME    | DECT.        | TON            | or L'TIAMA  | L COD          | E.           |  |        |          |               | SUBILO      | LAL  |      | <b>BORIT</b> = |                |
| of the land of   | Ll   |             | L2          |  |  | - 1  |           | - 1               |           | 1            | - i            |             |                | 1            |  | - 1    |          |               |             |  |      | TOTAL F        |                |
| ITEM   | L2   |             | L3          |  | -  |  |           | $\rightarrow$     |           |              | $\rightarrow$  |             | -              |              |  |        |          | -             | RURAL       | URI  | BAN  | ROUTE          | $\dashv$       |
|  | <u> </u>                                       | 22          | 22          | 1  | <del></del>                                      |  |           | -                 |           |              |                |             | -              |              |  |        |          | $\rightarrow$ |             |  |      |                | $\rightarrow$  |
| Section length, miles (0.1)                              |  | ),3         | 0.5         |  |  |  |           | $\rightarrow$     |           |              |                |             |                |              |  |        |          | $\rightarrow$ |             |  | 0.8  | 3.0            | 8              |
| Class: Rural or Urban (R or U)                           |  | U           | U           |  |  |  |           |                   |           |              |                |             |                |              |  |        |          | $\perp$       |             |  |      |                |                |
| Urban Area identification (name and code)                | $I_{}$   | 357#        | 357#        | 4  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
| Location: Existing, new or toll (E, N or T)              |  | E           | E           |  |  |  |           |                   |           |              | $\perp$        |             |                |              |  |        |          |               |             |  |      |                |                |
| Mileage increment: Code 1, 2, 3 or 4                     |  | 7           | 1           | T  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
| No. Lanes to be constructed this estimate                |  | 0           | 0           |  |  |  |           |                   |           |              |                |             |                |              |  |        |          | _             |             |  |      |                |                |
| No. Lanes to be improved this estimate                   |  | 0           | 0           |  | 1  |  |           |                   |           |              |                |             | 1              |              |  |        |          | _             |             |  |      |                | $\neg$         |
| No. through traffic lanes                                |  | i           | ,           |  | 1  |  |           |                   |           |              | $\neg$         |             | <del> </del> - |              |  | 1      |          | -             |             |  |      |                | $\dashv$       |
| Status of improvement, October 31, 1969 (PR-511)         | 7.0/   | 1)f         | la(1)f      |  | +  |  |           | -                 |           |              |                | <del></del> | <del></del>    |              |  | -      |          | -             |             |  |      |                |                |
| Status of improvement, October 31, 1909 (FR-311)         |  | ⊥/1         |             |  | _l   |  |           |                   |           | <u> </u>     |                | ·           |                |              | L  |        |          |               |             | l  |      |                | $\blacksquare$ |
|  |  |             |             |  |  |  | ~~~~      |                   |           | 0001         |                |             |                |              |  |        |          |               |             |  |      |                |                |
|  |  |             |             |  |  | 1  | ESTIMATE  | ED CC             | STS (\$1, | ,000) A      | ת ממ           | NUMBER O    | UNIT           | S AND        | STRUC  | TURE   | 3        |               |             |  |      |                |                |
|  | <u> </u>                                       |             |             | · · · · ·  |  | ,  |           |                   |           |              | -              |             |                |              |  |        |          | -             |             |  |      |                |                |
| Item No. From WORK CLASSIFICATION                        | IIn - +  | C+          | IImit Ct.   | Unit Str   | IImi+  | C+~  | IIni+ C+  | "   <sub>II</sub> | ni+ C+n   | IIn: +       | 2+2            | IIni+ C+~   | IIma           | - C+-        | IIn:+  | C+m    | IIni+ C+ | - n           | Init Ctr    | IInit  | C+~  | Inst Ct        | - 2            |
| <u>lable C</u>   | Onit   | 201.        | Out d 201   | OUTTIEL  | Onlo   | 201  | OHI C SC. | 1 0.              | 111 0 301 | 0111.4       | 361            | 01110 201   | OHL            | 0 201        | 0111.0   | 201    | onity Si | r. o          | uir (   201 | OHLU   | DCT. | THIT ( DO      | ıΓ             |
| 7. R.R. grade separation - Cost                          |  |             |             | <u> </u>   |  |  |           |                   |           |              |                |             | Į              |              |  |        |          |               |             |  |      |                |                |
| a. No. to be constructed                                 |  |             |             |  | 1  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
| Cost   |  |             |             |  |  |  |           |                   |           |              |                |             |                |              |  |        |          | T             |             |  |      |                |                |
| b. No. in service or authorized - to be improved         |  |             |             |  | Ĭ  |  |           |                   |           |              |                |             | 1              |              |  | Î      |          |               |             | i –  |      |                |                |
| Cost   |  |             |             | 1  |  | i  | ******    | Î                 |           | i            |                |             |                |              | <u> </u>   | i i    |          | î             |             |  | A    |                |                |
| c. No. in service - cost = zero                          | 1  | 2           |             | 1  | <u> </u>   | ì  |           |                   |           |              | TÎ             |             | 1              | T            |  |        |          |               |             | 7  | 2    | 1              | 2              |
| d. No. in authorized status - cost = zero                | ╏  |             |             | <del>-    </del>                                 |  |  |           | <del></del> ¦     |           |              | <del></del> }  |             | 1              | 1            | <del> </del>                                     |        |          | _             |             |  |      |                | ~              |
|  | -  | <del></del> |             |  | -  | <u> </u>   |           |                   |           |              |                |             | -              |              | <del>- '</del>                                   |        |          | -             |             |  |      |                |                |
| 8. <u>Highway grade separations without ramps - Cost</u> | -  |             | ļ           | <del></del>                                      |  | , <u> </u>                                       |           |                   |           | <del> </del> |                |             | +              | T            | ļ  | l      |          | <del> </del>  |             |  |      |                |                |
| a. No. to be constructed                                 | <u>                                       </u> |             | <u> </u>    | - <del> </del>                                   |  | <u> </u>   |           | —-}               |           |              |                |             | +              |              | <u>  </u>  |        |          | ╍╀            |             |  | ļ    |                |                |
| Cost   | <u> </u>                                       | {           |             |  | -  |  |           |                   |           | <del> </del> |                |             | -{             | <del></del>  | ļ  | l      |          |               |             | ļ  |      |                |                |
| <u>b. No. in service or authorized - to be improved</u>  | ļl   | ļ           | ļL_         |  |  | <u> </u>   |           | _ļ_               |           | ļ            | ∤              |             |                |              | ļl   |        |          |               |             | ├  |      |                |                |
| Cost   | ļ  |             |             | ļ,   | <u>- </u>  |  |           |                   |           | <u> </u>     |                |             |                | ·            | <u> </u>   |        |          | _ļ.           |             | ļ  | ÷    |                |                |
| c. No. in service - cost = zero                          | 1  | 2           |             |  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             | 1  | 2    | 1              | 2              |
| c. No. in authorized status - cost = zero                |  | ]           |             |  |  |  |           |                   |           |              |                |             |                | 1            |  |        |          |               |             |  |      |                |                |
| 9. Interchanges - Cost                                   |  |             |             | _[   |  |  |           |                   |           |              |                |             |                |              | İ  |        |          |               |             | <u> </u>   |      |                |                |
| a. No, to be constructed                                 |  |             |             |  | 1  |  |           |                   |           |              |                |             |                |              |  |        |          | Ĭ             |             |  |      |                |                |
| Cost   |  |             |             | Ì  | <u> </u>   | Î  |           |                   | •         |              | TÎ             |             |                |              |  |        |          |               |             |  | •    |                |                |
| b. No. in service or authorized - to be improved         |  | i           |             | 1  | †  |  |           | <u> </u>          |           |              | Ť              |             | <del></del>    | T            |  |        |          | TÎ            |             | 1  | 1    |                |                |
| Cost   |  | Î           |             | 1  | _  |  |           | _                 |           |              |                |             |                | •            |  |        |          |               |             |  |      |                |                |
| c. No. in service - cost = zero                          | <del> </del>                                   |             |             | <del>                                     </del> |  | <del>                                     </del> |           | <u>¦-</u> -       |           |              | <del>-  </del> |             | 1              | 1            |  |        | I        | Ť             | T           | 1  |      |                |                |
| d. No. in authorized status - cost = zero                | ╂╌╌╌┿  |             |             | <del>                                     </del> | <del>                                     </del> | <del>                                     </del> |           |                   | -         | 1            |                |             | +              | <del> </del> | <del>                                     </del> |        |          | -             |             | <del>                                     </del> |      |                |                |
| 10. Other bridges and tunnels - Cost                     |  |             | 1           | +  | -  |  |           | -                 |           | 1            |                |             | +              |              |  |        |          | -             |             | +  | 1    |                |                |
| a. No. to be constructed                                 | <del> </del>                                   |             | <del></del> | <del> </del>                                     |  | <del>-  </del>                                   |           | -                 |           | <u> </u>     |                |             | +              | 1            | <del> </del>                                     |        | <u> </u> | -             |             | +  | 1    |                |                |
| Cost   |  |             |             | <del>                                     </del> | +  |  |           |                   |           |              |                |             | +              | 1            |  |        |          | -             |             | -  |      |                |                |
|  | 1  |             |             | 1  | <del>                                     </del> |  |           | $\dashv$          |           |              |                |             | <del></del>    | <del></del>  | ļ  |        |          | -             |             | <del> </del>                                     | _    | -              |                |
| b. No. in service or authorized - to be improved         |  |             |             |  | -  |  |           | _ _               |           |              |                |             | -              |              | $\vdash$   | $\Box$ |          |               |             | 1  |      | <del> </del>   |                |
| Cost   |  |             |             |  | <del> </del>                                     |  |           |                   |           | ļ            |                |             |                |              |  |        |          |               |             | <del>                                     </del> |      | <del> </del>   |                |
| c. No. in service - cost = zero                          |  |             |             |  |  |  |           |                   |           |              |                |             | $\bot$         |              |  |        |          |               |             | <u> </u>   |      | $\bot$         |                |
| d. No. in authorized status - cost = zero                |  |             |             | 1  | i  |  |           |                   |           |              |                |             |                |              |  |        |          | İ             |             |  | 1    |                |                |
|  |  |             |             |  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
|  |  |             |             |  |  |  | EST       | TAMI              | ED COSTS  | \$ (\$1,0    | 00)            | AND NUM     | BER OF         | REST         | AREAS  | 3      |          |               |             |  |      |                |                |
| L3c Rest Areas - Cost                                    |  |             |             |  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
| a. No. to be constructed                                 |  |             |             | 1  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |
| Cost   |  |             |             |  | 1  |  |           |                   |           |              |                |             | 1              |              |  |        |          |               |             |  |      |                |                |
| b. No. in service or authorized - to be improved         |  |             |             |  |  |  |           |                   |           | _            |                |             |                |              |  |        |          |               |             | 1  |      |                |                |
| Cost   |  |             |             |  | +  |  |           | -                 |           | -            | -              |             | +              |              | -  |        |          |               |             |  |      |                |                |
|  |  |             |             | <del> </del>                                     | -  |  |           | -                 |           |              |                |             | -              |              | -  |        |          | _             |             | -  |      | -              |                |
| c. No. in service - cost = zero                          |  |             |             | 1  | -  |  |           |                   |           |              | _              |             | +              |              | -  |        |          |               |             | -  |      | +              |                |
| d. No. in authorized status - cost = zero                |  |             |             | 1  |  |  |           |                   |           |              |                |             |                |              | L  |        |          |               |             | 1  |      | L              |                |
| I  | 4 Cro  | - J. 17 -   | 7 7         |  |  |  |           |                   |           |              |                |             |                |              |  |        |          |               |             |  |      |                |                |

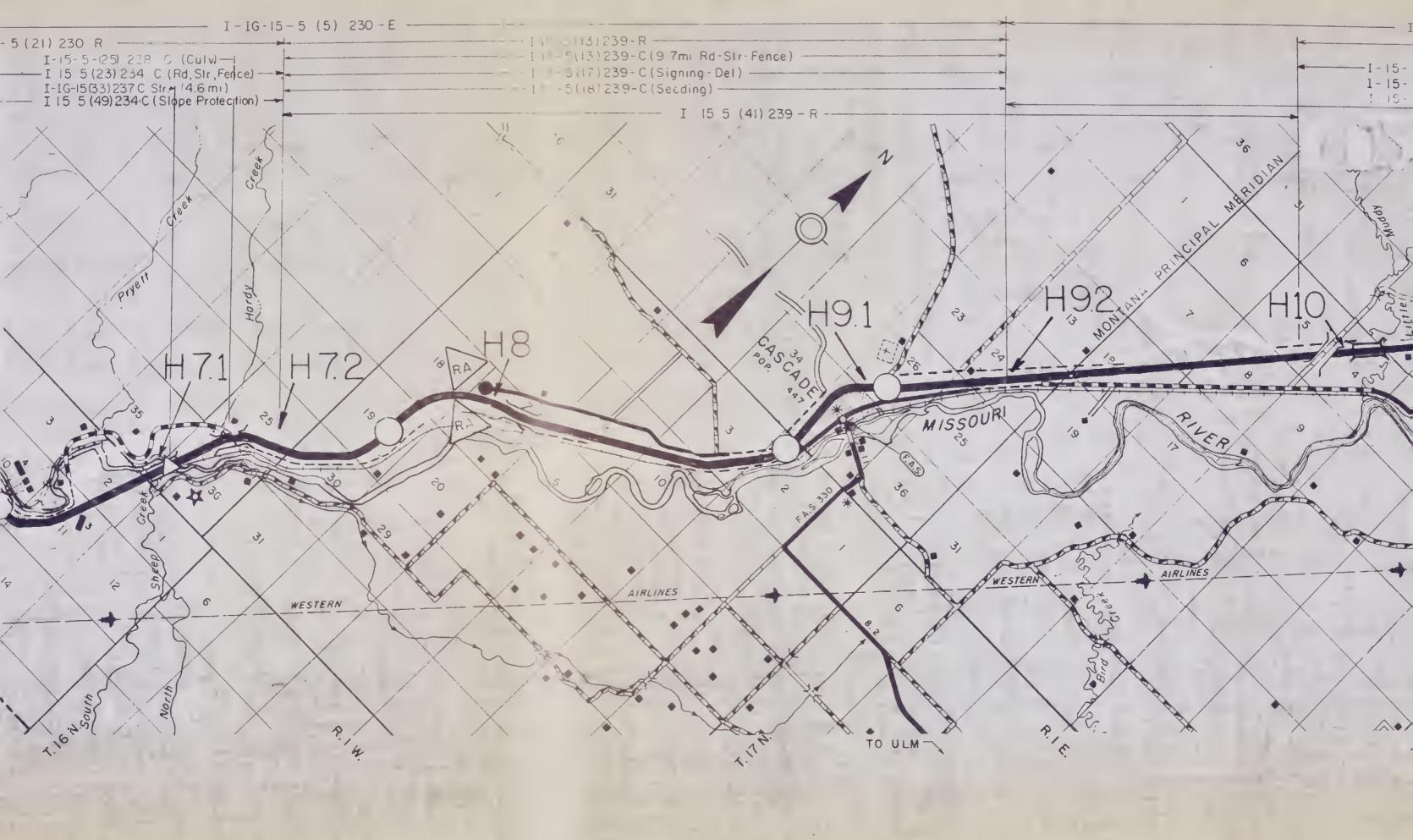
STATE \_\_\_\_MONTANA

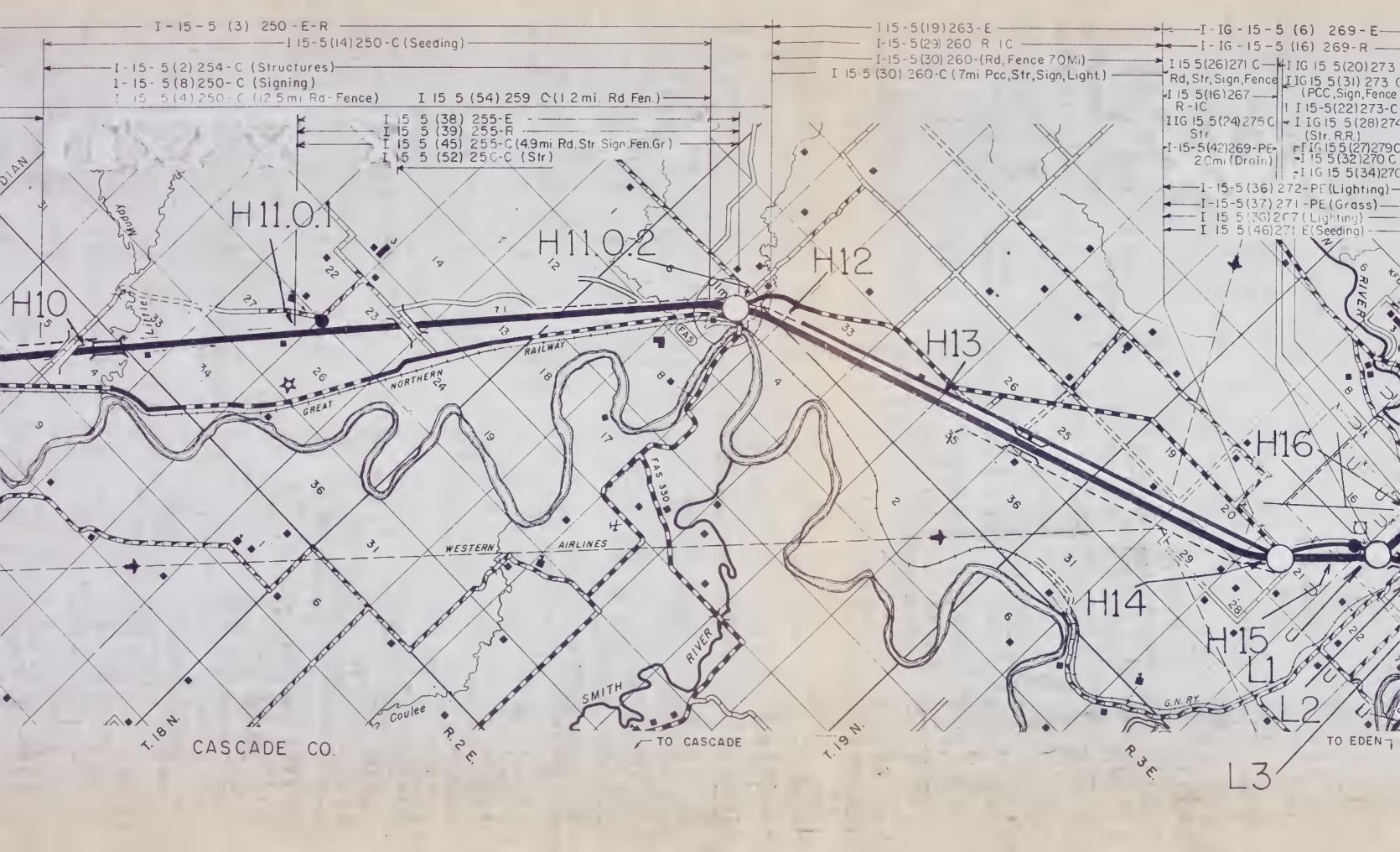
State Highway Engineer Title

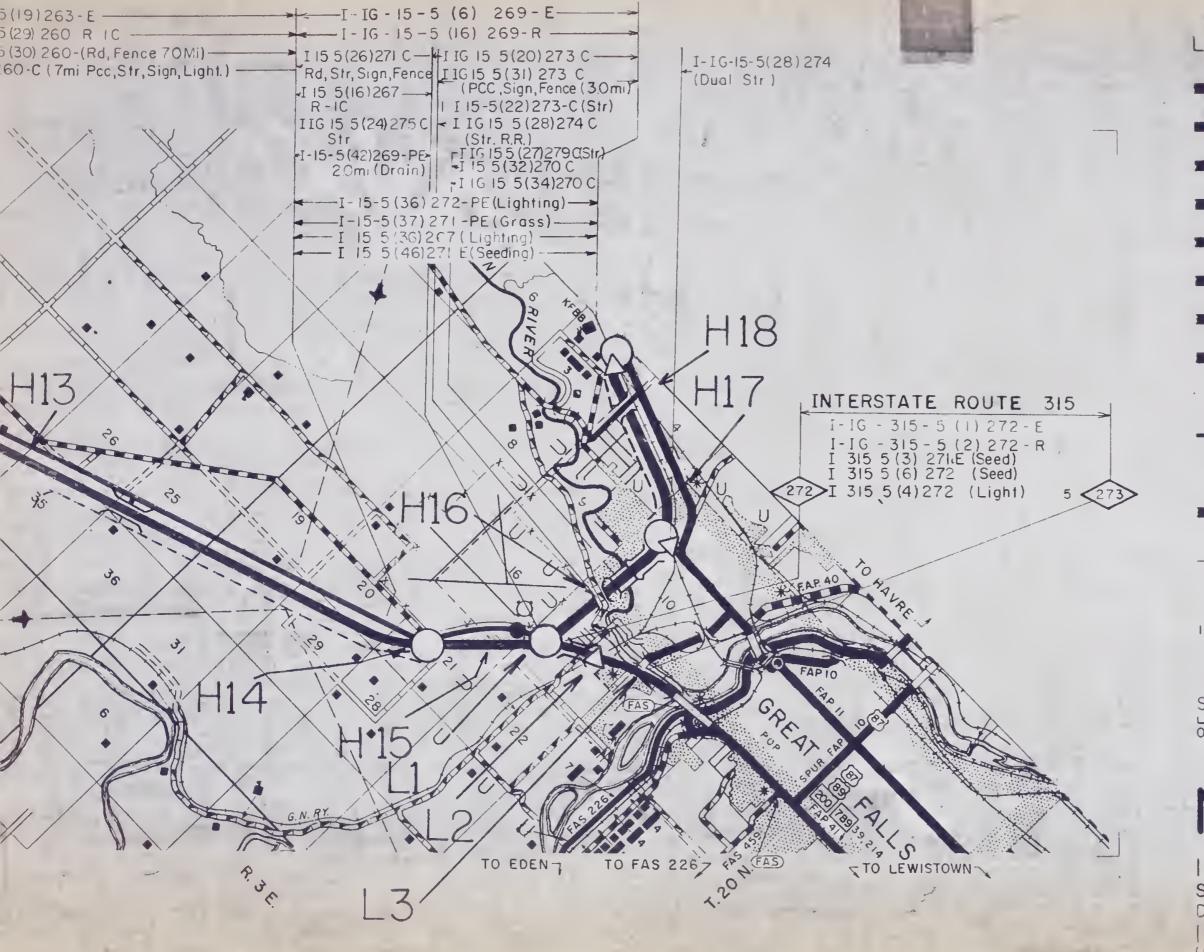
March 1, 1970 Date

Division Engineer
Title

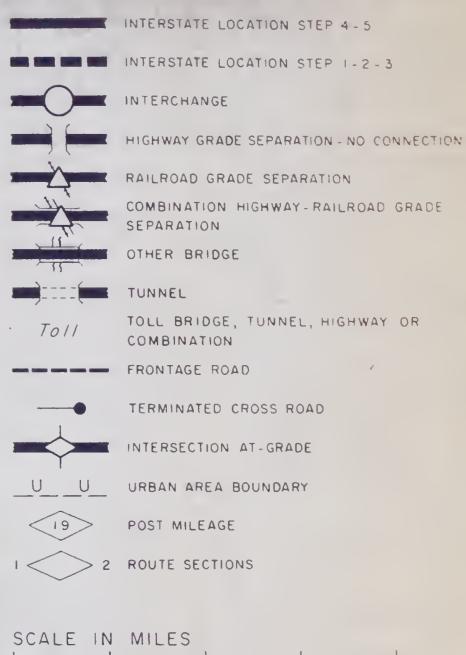
March 1, 1970







## LEGEND FOR INTERSTATE ROUTES



## MONTANA

INTERSTATE ROUTE 15
Sheet 5 of 8
Date October 31, 1969
INTERSTATE ROUTE 315
(COMPLETE ROUTE ON THIS SHEET.)

#### TABLE D - COST ESTIMATE BY ROUTES AND STATE TOTAL

STATE MONTANA

| Interstate Route Number  | I-1       | .5    | I-9         | 0     | I-9   | )4    | I-1   | 15    | I-3   | 315   | Subto  | tals  | Totals |
|--|-----------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|--------|
| Class: Rural or Urban (R or U)   | Rural     | Urban | Rural       | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural  | Urban |        |
| Length, miles  | 386.4     | 9.0   | 527.1       | 15.3  | 245.2 | 3.4   | 1.2   | -0-   | -0-   | 0.8   | 1159.9 | 28,5  | 1188.4 |
| WORK CLASSIFICATION  |           |       |             |       |       |       |       |       |       |       |        |       |        |
| 1. Preliminary Engineering   | 621       | 35    | 1331        | 35    | 120   | 2     | 1     |       |       |       | 2073   | 72    | 2145   |
| 2. Right-of-way  |           |       |             |       |       |       |       |       |       |       |        |       |        |
| a. Right-of-way and acquisition  | 2196      |       | 2358        |       | 1789  |       |       |       |       |       | 6343   |       | 6343   |
| b. Relocation payments   | 15        |       | 79          |       | 126   |       |       |       |       |       | 220    |       | 220    |
| 3. Clear & Grub; demolition  | 1053      |       | 2282        |       |       |       |       |       |       |       | 3335   |       | 3335   |
| 4. Utility Adjustments   | 657       |       | 1959        |       | 374   |       |       |       |       |       | 2990   |       | 2990   |
| 5. Grade & drain; minor structures   | 50074     |       | 57963       | 24    | 23081 |       |       |       |       |       | 131118 | 24    | 131142 |
| 6. Subbase; base; surfacing; shoulders   | 32151     |       | 42445       | 284   | 19038 |       |       |       |       |       | 93634  | 284   | 93918  |
| 7. R.R. grade separations  | 5418      |       | 4361        |       | 529   |       |       |       |       |       | 10308  |       | 10308  |
| 8. Highway grade separations without ramps   | 2748      |       | 3346        |       | 2063  |       |       |       |       |       | 8157   |       | 8157   |
| 9. Interchanges  | 10737     |       | 11633       | 21    | 5349  | 42    |       |       |       |       | 27719  | 63    | 27782  |
| 10. Other bridges: tunnels   | 5398      |       | 18434       |       | 4545  |       |       |       |       |       | 28377  |       | 28377  |
| ll. Walls  |           |       | 63          |       |       |       |       |       |       |       | 63     |       | 63     |
| 12. Traffic Control and safety improvements a. Guardrail; fencing; lighting; traffic |           |       |             |       |       |       |       |       |       |       |        |       |        |
| control devices  | 4317      |       | 5692        |       | 2181  |       |       |       |       |       | 12190  |       | 12190  |
| b. Motorist service signs  | 12-12     |       | , , , , , , |       |       |       |       |       |       |       |        |       |        |
| c. Safety improvements on completed  |           |       |             |       |       |       |       |       |       |       |        |       |        |
| sections   | 1563      | 272   | 2014        | 255   | 729   |       | 29    |       |       | 12    | 4335   | 539   | 4874   |
| 13. Roadside improvement   |           | ~ 1~  | ~~~~        | ~~    | 1~7   |       | ~     |       |       |       | 7///   |       | 7017   |
| a. Erosion Control   | 1754      |       | 1902        |       | 1397  |       |       |       |       |       | 5053   |       | 5053   |
| b. Landscaping   | 11/4      | 333   | 125         | 92    | -2//! |       |       |       |       | 1     | 125    | 425   | 550    |
| c. Rest areas  | 979       |       | 2132        | /~    | 662   |       |       |       |       | 1     | 3773   | 422   | 3773   |
| d. Scenic overlooks  | 25        |       | 50          |       | 002   |       |       |       |       | 1     | 75     |       | 75     |
| 14. All other items  | 3021      |       | 2713        |       | 812   |       |       |       |       |       | 6546   |       | 6546   |
| 15. Subtotal, lines 3 to 14  | 119895    | 605   | 157114      | 676   | 60760 | 42    | 29    |       |       | 1.2   | 337798 | 1335  | 339133 |
| 16. Construction Engineering & Contingencies   | , , , , , |       |             |       |       |       | ~     |       |       |       |        |       | 1      |
| 10% of Line 15   | 11995     | 62    | 15720       | 68    | 6079  | 4     | 3     |       |       | 2     | 33797  | 136   | 33933  |
| 17. Total Cost of Construction,  |           |       | 271.55      |       |       | -1    |       |       |       |       |        |       |        |
| Lines 15 and 16  | 131890    | 667   | 172834      | 744   | 66839 | 46    | 32    |       |       | 14    | 371595 | 1471  | 373066 |
| 18. Total Estimated Cost, Lines 1, 2 & 17  | 134722    | 702   | 176602      | 779   | 68874 | 48    | 33    |       |       | 14    | 380231 | 1543  | 381774 |
| 19. Route Total, Rural plus Urban  | 135424    | 102   | 177381      | 117   | 68922 |       | 33    |       |       | 14    |        |       | 381774 |

gnature: State Highway Engineer March 1, 1970
Name Title Date

March 1, 1970
Date

Division Engineer March 1, 1970

RPR: Name Title Date

### TABLE E - WORK EXPECTED TO BE FINANCED WITH FUNDS OTHER THAN

### FEDERAL-AID INTERSTATE AND STATE MATCHING FUNDS

(Items under Finance Code Numbers 12, 13 and 24, Table C)

STATE MONTANA

| Specific Source<br>of<br>Funds                          | Interstate<br>Route<br>Number | Estimate<br>Section | Work<br>Class | Rural<br>or<br>Urban | Estimated Cost<br>From Table C<br>(1,000 Dollars) |
|---|-------------------------------|---------------------|---------------|----------------------|---|
| None  | None                          | None                | None          | None                 | None  |
|   |                               |                     |               |                      |   |
|   |                               |                     |               |                      |   |
|   |                               |                     |               |                      |   |
|   |                               |                     |               |                      |   |
| Subtotals: a- Other Federal Funds b- Other Public Funds |                               |                     |               |                      |   |
| c- Bond Financing                                       |                               |                     |               |                      |   |
| Total   |                               |                     |               |                      |   |

| Signature: Jews M | 1 Of that | State <u>Highway Engineer</u> | March 1, 1970 |
|-------------------|-----------|-------------------------------|---------------|
| Signature: State: | Name      | Title                         | Date          |
| 1 um s            | towart    | Division Engineer             | March 1, 1970 |
| DDD.              | Name      | Title                         | Date          |

## TABLE E-1 COST OF INTERSTATE BOND PROJECTS

### AND ACI PROJECTS

(Projects completed or in authorized status as of January 1, 1969)

STATE MONTANA

|                     |                     | ·           | 9             | STATE MONT           |                   | La I Daniel Carl                 |            |
|---------------------|---------------------|-------------|---------------|----------------------|-------------------|----------------------------------|------------|
| INTERSTATE<br>ROUTE | ESTIMATE<br>SECTION | PROJECT NO. | WORK<br>CLASS | Rural<br>or<br>Urban | Federal (I) Funds | ted Project Costs State Matching | Total Cost |
| None                | None                | None        | None          | None                 | None              | None                             | None       |
| TOTALS              |                     |             |               |                      |                   |                                  |            |

The above projects are not included in Table C or Table D.

| Signature: Juin M. Chittern | State Highway Engineer | March 1, 1970 |
|-----------------------------|------------------------|---------------|
| State: 2 Name               | Title                  | Date          |
| Hnetiwart                   | Division Engineer      | March 1, 1970 |
| BPR: Name                   | Title                  | Date          |



